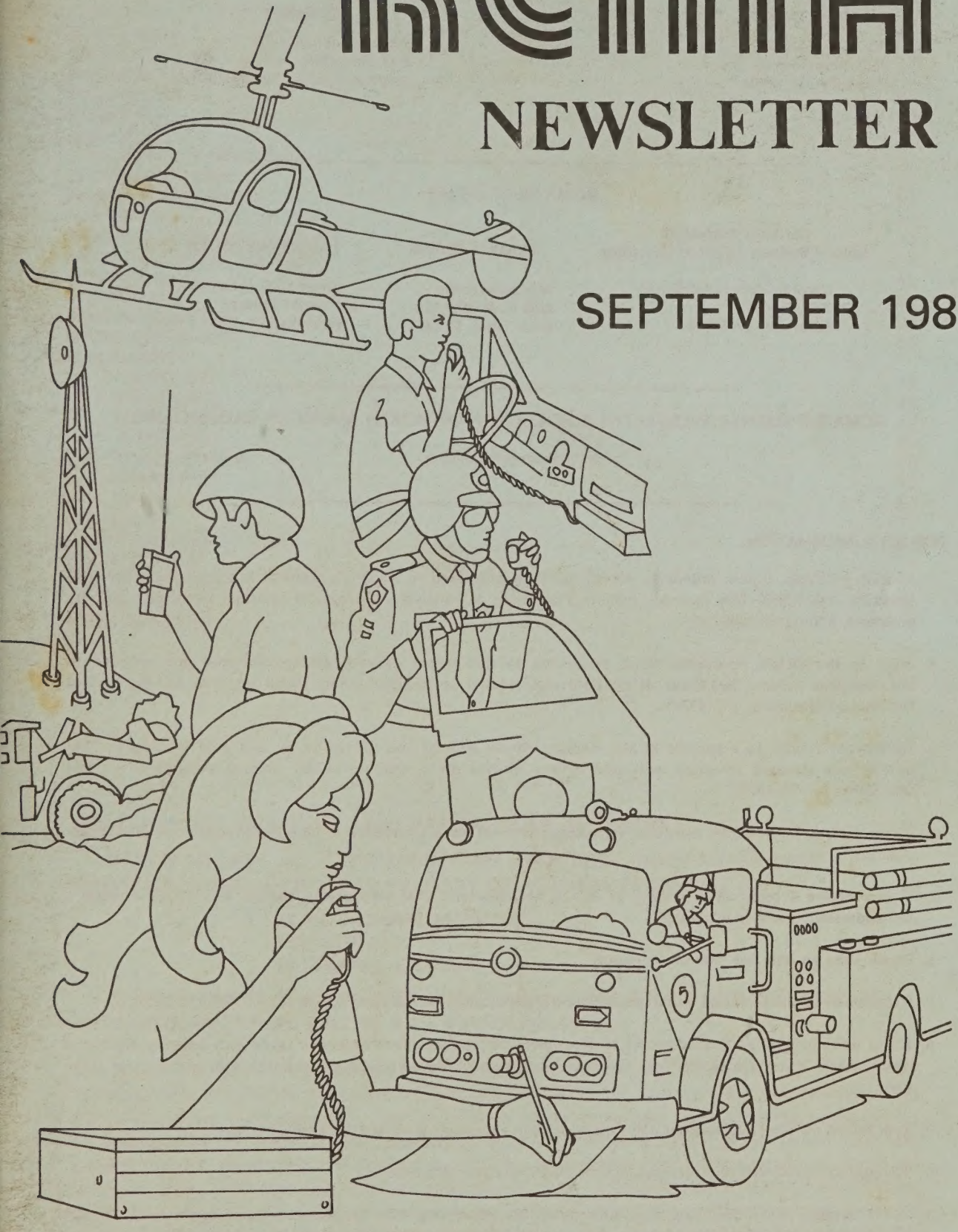
RCMA

NEWSLETTER



SEPTEMBER 1985

FIRST NATIONAL AND INTERNATIONAL ORGANIZATION
OF MONITOR RADIO LISTENERS

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RCMA NEWSLETTER

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FOR YOUR INFORMATION:

1. All club business, unless otherwise noted, must be addressed to R.C.M.A. General Manager, P.O. Box 542, Silverado, CA 92676. This includes matters that relate to renewals, changes of address, newsletter delivery problems, joining the club, etc.

2. Input to the RCMA Newsletter must be mailed to the proper editors, whose addresses are included in the individual column headlines. If no particular column seems appropriate, send input to RCMA, 1 West Potomac, Williamsport, MD 21795.

3. To forward a letter to a specific RCMA member whose address you do not know, put your message to that person in a stamped envelope with your return address on it; mail to RCMA General Manager, P.O. Box 542, Silverado, CA 92676.

4. Please include your RCMA membership number with all correspondence to newsletter editors or club headquarters.

5. If you require a reply when writing to RCMA headquarters or to one of the editors, you MUST enclose a self-addressed, stamped envelope.

6. Please write on only one side of the paper.

7. Please don't combine in one letter several items that should go to different addresses.

8. If you want to type what you submit to the newsletter, please don't exceed a seven-inch column width and please single space. Doing this may save an editor from having to retype the material. Please don't use script type.

9. Your RCMA membership number and expiration date appear on your newsletter mailing label.

10. You may join or renew your membership for ONLY one year at a time.

11. RCMA accepts paid advertising. For information on advertising rates and mechanical requirements, contact Carol Ruth, RCMA Advertising Manager, P.O. Box 542, Silverado, CA 92676.

RCMA NEWSLETTER

Issue 115 September 1985

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RCMA, P.O. Box 4563, Anaheim, CA 92803

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TO ALL RCMA MEMBERS AND PROSPECTIVE MEMBERS

PLEASE ADDRESS ALL CORRESPONDENCE (INQUIRIES ABOUT MEMBERSHIP, RENEWALS, ADDRESS CHANGES, DELIVERY OR RENEWAL PROBLEMS) TO:

RCMA GENERAL MANAGER
P.O. BOX 542
SILVERADO, CA 92676

CORRESPONDENCE SENT TO RCMA'S ANAHEIM POST OFFICE BOX WILL STILL BE ANSWERED, BUT THERE WILL BE A 4 – 6 WEEK DELAY.

The RCMA Newsletter is published by members of the RADIO COMMUNICATIONS MONITORING ASSOCIATION, P.O. Box 4563, Anaheim, CA 92803. Subscription rate/membership fee is $16.50 for U.S. residents. For persons in other countries, the following rates apply: Canada and Mexico–$18.50; Europe–$20.00, South Pacific and Asia–$21.50. These dues are payable in U.S. funds and are subject to change. Information contained herein is obtained primarily from members and does not necessarily present the position or reflect the opinion of RCMA as a whole. The RCMA does not necessarily recommend or endorse products or services advertised herein. The publication is copyrighted ©. Reproduction of any material in this newsletter is prohibited without prior written consent.

RCMA

° ° ° Calendar ° ° °

Send notices of upcoming events for the Calendar section to:
John R. Clark, 2701 Fairview Road, Costa Mesa, CA 92602
Deadline: 1st of the month two months prior to cover date.

R.C.M.A. Greater L.A. Area Chapter

Contact : Eric J. Christensen (CA-LA-045)
P.O. Box 3962 Santa Fe Springs, CA 90670-1962

Friday 23 August 85 8:00 PM
TOUR - NET 4 FIRE DISPATCH CENTER

1404 Orangewood, Anaheim CA
Located across from Anaheim Stadium just west of SR-57 FWY
This is the mutual dispatch center for Anaheim, Garden Grove, Orange & Stanton Fire Departments.
Dispatch freq: 46.26 MHz Talkin channels: 144.43, 224.66 MHz
NOTE: Tour MAY be postponed or cancelled if a major fire is in progress. Cameras are permitted.

-- ** -- ** -- ** -- ** -- ** --

Friday 27 September 85 8:00 PM
Sharing Session & General Meeting
Mercury Savings & Loan Building
Lincoln & Valley View, Buena Park
Meeting topics still open. Bring all of your freq books & findings over the summer to share with the membership.

HELP WANTED:

Anyone interested in helping to schedule tours and/or meetings, please contact ERIC (CA-LA-045) at P.S. California P.O. box or at a meeting. If you're up late at night, call 213 498-4101 between 2300 hrs to 0700 hrs. (I'm on graveyards the next 6 months. Friday night to Saturday morning through Tuesday night to Wednesday morning)

Austin Area Radio Listeners Meeting

Meeting every 2nd Tuesday 6:45 PM Austin Public Library 4th floor room B. For more information, contact Richard Quintanilla TX 043 Austin Radio Club, P.O. Box 5053, Austin TX 78763

R.C.M.A. Chicago

Contact Edward Robert Sirovy IL-004 312 969 2856
311 S. Williams Street, Westmont, Il 60559

Meetings: NANCINI'S Resturant 5555 St Charles Road, Berkeley, IL
two blocks east of St Charles Road exit from Eisenhouer Expressway Extention I-290 (phone 312 544 7277)

Saturday	August	3, 1985	1:00 PM
Sunday	August	18, 1985	Field Exercise
Saturday	September	21, 1985	1:00 PM
Saturday	November	16, 1985	1:00 PM

Visitors are welcome but please confirm the date in advance.

A SASE on file assures notification of tours and other items which may be scheduled on short notice.

R.C.M.A. for D.C., MD, VA, & DE

Contact: Capitol Hill Monitors % Alan Henney (MD 069)
6912 Prince Georges Ave, Takoma Park, MD 20912

R.C.M.A. Minneapolis-St. Paul Area

Contact: Chuck Steier MN-008 (612) 927-9253
4820 Hwy 7, Minneapolis, MN 55416

A SASE on file assures notification of chapter activities (tours, gatherings, etc). Non members are welcome to attend.

Southern New England Scanners Club

Contact Maurice Dennis Dandeneau RI-017 SNEC President 401-732-0812
P.O. Box 7052, Warwick, RI 02887 (modem on phone)

All Ohio Scanner Club

David B. Marshall OH 146 President
50 Villa Road, Springfield, OH 45503 - 1036

The All Ohio Scanner Club also offers coverage of Indiana, Kentucky, Michigan, Pennsylvania, Tennessee, West Virginia, and Ontario, Canada. We welcome members from these and other areas who wish to join our club. Sample Newsletter: $1.00 plus .22 stamp. Membership information for a large SASE.

SATURDAY AUGUST 10 The clubs first annual summer meeting at Sharon Woods Metro Park located near the interchange on Interstate I-71 and I-270. Meeting begins at 1300 hrs and lasts til ???. Lots of prizes. Meeting will be in one of the three shelter houses by the lake. The one choosen will have a large AOSC banner.

R.C.M.A. Philadelphia

Contact: Gerald M. Schoaf, Floyd Schoenberg, C. Willard Load
PA-036 PA-076 PA-164
P.O. Box 213, Upper Derby, PA 19082 (215) 356-1982

Meeting the first Monday of the month, 7:30 PM at

Saint James Church Next to "The Grange"
Corner of Myrtle Ave & Warwick Road
Haverford, PA 19083

Talk In On: CB Channel 9 GMRS 467/462.675 Hams 147.66/.06

R.C.M.A. Winconsin

Contact Scott W. Miller WI-039
122 Greenbriar Drive, Sun Prairie, WI 53590

A meeting on Sunday, September 22, 1985, starting at 11:00 AM at 122 Greenbrair Drive, Sun Prairie, WI. A tour of Madison Fire Department Dispatch Center is planned. For complete details send SASE or call (608) 837-7666.

RCMA

Dear RCMA Member:

Your current subscription to the RCMA Newsletter expires with the issue you receive this month. In order to ensure uninterrupted delivery, please send in a renewal check now.

Renewals are for one year only. Please check the following rate category.

$16.50 — U.S. residents
$18.50 — Canada & Mexico
$20.00 — Europe
$21.50 — South Pacific & Asia

Make check/money order payable to "RCMA" and send to Carol Ruth, RCMA General Manager, P.O. Box 542, Silverado, CA 92676.

Dear RCMA Member,

You will receive a post card containing the above information during the month your newsletter renewal/membership is due for renewal. Please return the post card when sending in your check or money order. The information contained on the label makes it easier to process your renewal.

ASSOCIATION OF NORTH AMERICAN RADIO CLUBS

NEWS HIGHLIGHTS

ANARC is a federation of the most responsible, well established radio listening clubs in North America. RCMA attained Full Member status in ANARC in 1977. For a list of the ANARC Member and Associate Member clubs send a self-addressed, stamped business size envelope with your request to the address below.

Write to Joe Barr, 1500 Bunbury Dr., Whittier, CA 90601, for the following:
Copy of ANARC Club List — Send 25¢ and an SASE (business size)
Sample Copy of ANARC Newsletter — Send 60¢ and an SASE (business size)
Annual Subscription to ANARC Newsletter — $7.50 for residents of U.S., Canada, and Mexico; $10 Overseas (Airmail)

ANARC 1986 Convention will be held June 18-20 in Montreal, Quebec, Canada, hosted by Ian McFarland and Radio Canada International

Central Maryland Dx Association meets on the 2nd Monday of each month. for information contact Tony Kobylski (301) 563 0039

INTERNATIONAL RADIO CLUB OF AMERICA (IRCA) August 23,24,25 (Friday-Sunday) Annual Convention, Portland, Oregon, at Kingsway-Best Western Inn. For Registration and resevarations, sent a SASE to : Bill Block - IRCA % Byers Photo, 6955 SW Sandburg St, Portland, Oregon, 97223. (For MW and All DXers)

NATIONAL RADIO CLUB Annual Labor Day Convention August 30 to September 2. at Ramada Inn, Portsmouth, Rhode Island. For MW and All DXers. For Registration and reservations, send a SASE to: Craig Healy, NCR'85, 66 Cove Street, Pawtucket, Rhode Island 02861.

SOUTHERN CALIFORNIA AREA DXERS (SCADS). October 19 Saturday Meeting at Village View School Auditorium, 5361 Sisson Drive, Huntington Beach, Ca. For detains send a SASE to Don Schmidt, 3809 Rose Ave, Long Beach, Ca 90807

CENTRAL FLORIDA DXERS living anywhere within Florida are invited to participate in a local radio club now forming. For data send a SASE to: David Sharp, 17602 Meadowbridge, Lutz, Florida 33549

DENVER METRO AREA DXERS IN COLORADO are forming a new group for radio listeners of all types. For information send a SASE to : Wayne Heinen, 4131 South Andes Way, Aurora, CO 80013. Phone (303) 699-6335 from 6 to 9 PM MDST

BACKSCATTER is the newsletter published by ANARC "Over-the-Horizon Radar" committee, Robert Horvitz, Chairman. They are coordinating a worldwide monitoring plan to report on WOODPECKER interference to broadcasters operating on their assigned frequencies. Volunteers are needed to monitor an assigned band during October. Volunteers should contact Robert Horvitz, The Woodpecker Project, 1634 15th St, NW Washington D.C. 20009 by August 15 1985. Band Assignments will be mailed out by Sept 1. Be sure to use a SASE, and request "Sign-up Sheets for the Woodpecker Monitoring Team".

To help finance the project WOODPECKER T-SHIRTS are being sold at $10.00 each post paid in North America. Size s/m/l Make checks payable to the Woodpecker project and mail to the above address. Copies of the "Backscatter Newsletter" are available at the same address for 50 cents in mint U.S. Postage and a long SASE

ASWLC & SCADS have bid on the 1987 ANARC convention to be held in Huntington Beach, CA if awarded by the ANARC Executive Council.

Translectronc, Inc, Box H, 1365 39th Street, Brooklyn, 11218 stocks many of the popular types of radio tubes used in SW and ham receivers over the years.

THE RECEIVER SHOPPING LIST Edition 8 is now available from Radio Nederland. Compiled by Jonathan Marks, the booklet lists the specifications of some 40 shortwave receivers. Special sections are devoted to automotove SW receivers and converters. Send your request Via Airmail to Media Network, Radio Netherlands, P.O. Box 222, 1200 JG, Hilversum, The Netherlands

RADIO WEST SUMMER GARAGE SALE --Clearance of radios, antennas, accessories and headphones at reduced prices. send a large size SASE to Radio West, 3417 Purer Road, Escondido, CA 92025 for a 2-page "Garage Sale List" or $1.00 (refundable) for a full line catalogue of listening equipment.

THE SHORT WAVE STORE N4561 Circle Drive, Cambridge, WI 53523, offers to mail a copy of their catalogue for two mint 22 cent U.S. stamps and your address.

your thoughts

Ginny Slick, RCMA Assistant Editor
1 West Potomic, Williamsport, MD 21795

To the Editor:

What does any logically minded person do with an upcoming business trip and a couple hundred extra dollars burning a whole in their pocket? They buy a new scanner, of course!

For me, the choice was easy. I wanted a synthesized hand-held model. One day while visiting a popular scanner store in Anaheim, CA, I asked to see the Regency HX-1000. I was able to receive the San Diego Police Department (VHF-Hi, about 100 miles away) inside the store. Guess which model I bought?

Armed with a copy of Monitoring America (a great companion while traveling with any scanner), I set off for the airport. Let's see, how about monitoring the CHP. Good choice, I was able to bypass the jackknifed truck on the freeway, and make my plane on time.

What do you do while you wait for the plane? Monitor, of course. Just look up the airport in the book, tap a few keys, and listen to everything going on around you. What is this airline frequency on UHF? Listen in for a few minutes, and you realize why they never lose very many bags. Of course, don't forget airport security.

Not much to listen to in the air (on FM at least). Seems searching 42 MHz at 35,000 feet just won't pull in all those CHP units.

Ah, a safe landing and another airport to explore. Lots of frequencies here in San Francisco. A few more taps on the keys, and the half hour wait for transportation went by rapidly. Using the earphone, nobody even looks at you twice.

Let's see, all these suburbs are all in the same frequency range. A good time to test out that search feature...

Three days in a new town can be quite a challenge. After listening to the usual public safety, I was able to monitor some pretty busy CalTrans activity, and some good Federal finds (and don't forget, not a cent spent on crystals). And for some real interesting listening, I searched out those crazy San Francisco bicycle messenger service couriers - now these guys (and gals) are really different!

The moral to my story -- take your scanner on vacation. It is fun, rewarding, and provides something different when your home-town monitoring might just be getting a little boring. A few words of caution: write down that serial number and carrying it in your wallet; don't leave your scanner unattended in the hotel (use those safe deposit boxes); and check with the airlines to see if the IF generated by your scanner might interfere with on-board navagation and communication systems.

P.S.: The best accessory I have found for the HX-1000 is Radio Shack part #278-116, a right angle BNC to BNC adaptor. This allows the scanner to lay flat while charging or laying on the car seat, but keeps the antennea vertical.

Jeff CA-OR-012

To the Editor:

I wish to make a few comments to the readers and members of RCMA. I'd like to thank all of the people who publish, edit and contribute to the newsletter, because without them we would not have a newsletter.

Second; I wish to challenge the other members who just sit back and enjoy the fruits of those who contributed their tidbits of info to the newsletter in the past, to start sending information concerning their area into the newsletter.

Finally, I have seen many changes take place in the past five years as far as the newsletter is concerned. I am very glad that some of the changes have been for the good. If you wish to contact me my address follows,

Best wishes,
David Fuller
Rt. 2, Box 156-A
Bogalusa LA 70427

Dear RCMA:

I read the Special Feature in the last two issues. I have some additions that came to mind while reading. I really liked the list. I hope it has helped some beginning monitorists. Those abbreviations can be confusing.

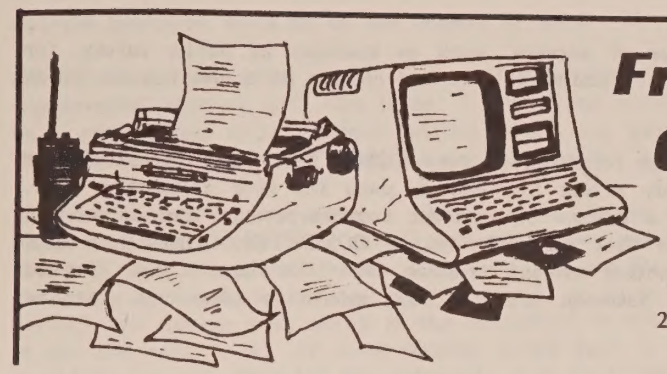
25.....Headquarters
DR.....Driving Record
Line.....EKG readout
Line.....Entry in driving record
NIF.....Not in File (License Check)
OL.....Ohio License
SSN.....Social Security Number
Strip.....EKG readout

Keep the great newsletters coming.

Sincerely,

Greg Kojola

Greg Kojola
OH 150



From The CAPTAIN'S DESK

William Mauldin, RCMA General Editor
2268 N.W. 30th Rd., Boca Raton, FL 33431

HELP WANTED - APPLY WITHIN

Rudy Brockmueller, the Editor of Public Safety North Central has written this month and announced that due to a new appointment and position with the Mennonite Disaster Service, he will be stepping down as Editor as soon as a replacement can be named. We would like to wish Rudy good luck in his new efforts, and say that we will miss his monthly column. Rudy has been an excellent Editor, and has offered outstanding service to RCMA in his coverage of the Public Safety agencies in Iowa, Kansas, Missouri, Nebraska, North Dakota, South Dakota and Minnesota. We will miss working with him, most certainly!

If YOU would like to be considered for this opening, please send me a summery of your qualifications and interests. You must have a typewriter, be willing to write a monthly column of about four pages in length, and have a reasonable understanding of both the area of coverage and the Public Safety profession. Editors must submit copy ready pages to Carol Ruth each month, acknowledge their mail, and offer hours of unpaid time to the club. It is not an easy job, but it is enjoyable and offers a service to your fellow RCMA members. If you think you are interested in the position, write me today. Please respond on the typewriter or computer that you will use to write the articles, if selected.

While on this "Help Wanted" subject, I would like to start making a list of those of you out there who would like to be considered in the event an Editors job does open. If you are keenly interested in any subject, have the above minimum qualifications and a good typewriter or word processor, and would like to be considered for upcoming positions, please drop me a note. I will put you on the list, and certainly be in touch one of thse days!

POSSIBLE SCANNER BILL PENDING IN PENNSYLVANIA

Joe Buday, PA-186, wrote this past week (June 84) to advise of a pending bill related to banning scanners and monitor receivers in motor vehicles. The Bill, Senate #637, was introduced by Senators Madigan, Shumaker and Helfrick. The Bill would essentially outlaw scanners in all motor vehicles. Permits would be issued by the State Police for those authorized, with the exception of licensed radio amateurs. Joe asked that ALL Pennsylvania members write their respresentives regarding this pending Bill.

RCMA SUMMER MEMBER SURVEY RESULTS

As this article is being written, it is late June and member survey responses are still coming in at the rate of about ten a day, so I will not attempt to total all of the numbers and present an overall summery until next month. I would like to go into some of the more prominent matters briefly:

1. As mentioned when the survey was printed, the input will govern our club publication for the upcoming year. Most of the major changes will take place with the January 1986 issue.

2. The LOW BAND SKIP column has officially been discontinued. The eleven year sunspot cycle is approaching the bottom of the curve, and it will be about 1989 before there is a real improvement overall. The E layer is about over too with fall and winter coming, so there just won't be any low band skip to speak of for a while. Chuch Robertson, IL-141, who assisted Mike Britt, former LOW BAND SKIP Editor, wrote to say that he would continue writing about low band skip for MONITORING TIMES, if anyone wants to submit reports to him.

3. There appears to be enough interest in the BUSINESS section to split this column into two parts, probably east and west. This is something we will be considering and working on between now and next month. Although PROFILE appears to have some excellent input and articles under Editor Cliff Polkinghorn, it appears that the "profile" information would be best

served if directed to the "user" or "type of service" such as business or public safety, for example. Cliff will probably be using his outstanding talents and efforts on a new column which will be the result of your survey input.

4. Survey input seems to indicate enough following to keep COMPUTER CORNER, but Editor Bob Cheek says membership input is only giving him enough data for four columns a year. There is considerable interest in having a column on amateur communications, and on several other subjects. I am thinking right now that we might rotate COMPUTER CORNER, a new column on amateur communications and another subject, printing each four times a year. I need to get further into the survey response between now and next month to have this down to serve the most RCMA readers.

5. There were some statements and questions submitted by several readers that I can answer here and now: (S) Member Statements (R) Response

(S) We should print more of everything! (R) Now that would be nice! But, YOU have to send in more material for us to do this. Also, with current membership fees as they are, we have to limit each NEWSLETTER to 88 pages, 96 total, counting cover and centerfold. Each editor has an assigned number of pages, and we will be working on some projects to make maximum use of each between now and January 1986.

(S) Let's INDEX in December! (R) The membership response was certainly in favor of a yearly index each December. **ATTENTION EDITORS!** Please plan on writing an index of 1984 and 1985 material in December! Please make TWO index lists... using the index printed in the December 1984 Public Safety Southeast for a suggested format.

(S) The print is too small to read! (R) I agree with you in many cases, but until we find some way to type-set the NEWSLETTER and keep the costs down, we will just have to live with the present format. Size is one thing that is directly related to cost. I just want those members who mentioned this problem that we are aware of it, and it is on our list of things to improve, most certainly. We had quite a few comments on this subject!

(S) We need more "local" coverage! Have editors contact members by postal card and ask for information on uncovered areas. (R) In order to read about YOUR area, YOU are going to have to start it! In writing Public Safety Southeast, I found the quickest way to get information was to print something about it. Corrections, updates and additions would then come in! If you want to read about your favorite area, agency or subject, then write something on it. It really works! Editors do not have a list of membership names and addresses, and therefore, can not write any member unless this member writes the editor first. It is RCMA policy to keep the membership roll confidential - to protect you.

(S) Have Editors ask for information in columns regarding upcoming subjects! (R) I think this is an excellent idea! Editors, please consider this in the future, as it was suggested by many members regarding suggested improvements! Great idea!

(S) Have more membership input in running the NEWSLETTER! (R) You are reading the first effort right now! YOU, the member, will have to continue to do your part by RESPONDING! THIS IS THE REASON I AM HERE! There will be a new centerfold survey next month, and about every third issue. Do take the time to answer the questions and mail as directed. This is your way to vote, contribute, complain and to improve things! The JULY survey each year (at least as long as I am the General Editor) will govern the NEWSLETTER's major changes and direction for the upcoming year. Please take part in the four major survey efforts, and in turn you will see an improvement in the publication, I am sure!

(S) We should cut down on personal comments and other stories not directly related to the column subject or scanning/monitoring! (R) Each editor has the right to write his column as he feels he should. We have some excellent "free talent" working for us each month. Not having any personal feeling about this one way or the other, it is printed because it was a complaint by many members as they responded to the survey. Editors take note.

(S) Editors hold information until it is out of date or "old news"! (R) This is a problem. We are split 60% to 40% in favor of printing everything when it is received, against saving data for an article on a subject or area. I am asking that all editors make a renewed effort to print "hot" information as soon as possible, and yet, continue their efforts in writing interesting, complete coverage articles too. There is room for both, especially if the editors made a renewed effort in both directions.

(S) Print membership lists each year! (R) This is something that we have not done for your protection. There was a lot of input on this subject and I will cover it further in the near future. We might have to start asking each member as to whether he wants his name and

address published when he or she renews or joins. More on this later.

(S) Change the cover! (R) I fully agree with this one! I [illegible] improvement starting with this issue, if everything works out as planned. We are hoping to go to a professional style, subject related, black and white photograph cover. I am working on this and I will survey you again for your comments.

(S) More coverage and data! (R) I would like to see this too, however, I must again tell all of you that unless YOU submit something, you won't see an increase in data! Editors can not print what they don't have! I am going to use the centerfold surveys to try and get more data for the columns, but you must respond, or it won't work. The first effort in this new project will appear next month if the certerfold is not sold for advertising. Watch for it! Rip it out and send it in! IF each member would send in something just once a year, the editors would be fat with data for the columns! Just do YOUR part and this won't be a problem!

CLOSING REMARKS AND COMMENTS

I would like to thank everyone who responded to the July survey! You have given me lots of projects and good ideas to work on for the 1986 NEWSLETTER. The comments, suggestions and complaints are most welcome. Next month, I will have a detailed summery of the numbers and comments. There will also be a listing of the upcoming changes in the format and publication for 1986. Your input is helping to make your club and publication better for all. If we can improve as much in the next twelve issues as we have in the past twelve, we are on the road to being a real asset to our monitoring hobby. RCMA members continue to impress me with their common objective of enjoying and getting the most out of our club publication and our hobby. No other scanner related publication can claim an excellent staff of editors who work hard to collect and write some very interesting columns each month, doing it just because they love the hobby and long hours. We have a staff of 2000 "reporters" out there, YOU the RCMA member. From the survey, we have improvements to make, but everyone is generally pleased with what we are producing. RCMA is growing every month, and we have YOU, the active member to thank for that! My personal thanks to all who have responded and contributed! Keep up the good work. Next month, the bare facts and our plan for improving the 1986 RCMA NEWSLETTER!

RCMA SPECIAL FEATURE RCMA

PUBLICATION OF CLASSIFIED FREQUENCIES

by: Bill Mauldin, General Editor

The summer RCMA general information survey response indicated there is considerable misunderstanding regarding the publication of "classified" frequencies. This article is to aquaint the new members and remind the older members of reasons behind our policy of not printing the "classified" frequencies used by the FBI, DEA, ATF and other sensitive Federal agencies.

"Classified" is a term used in this article which covers any federal frequency which is NOT printed in the public FCC frequency listing or NOT protected by the Freedom of Information Act. Only FEDERAL FREQUENCIES are able to be "classified", and these are the ones mentioned in the attached letter from the FCC to RCMA.

As radio buffs, we all know that these agencies use radios in their day to day activity. Most of us know generally where to find the most active frequencies, and quite a few of you monitor the Federal activity as a primary interest. With other scanner directories and magazines printing the "classified" frequencies, why don't we? There are several reasons. Let me state a few before we get into the letter which makes up the body of this article.

Of late, many new scanner directory publications, frequency clubs and radio magazines are printing information which is actually classified by the Federal government. All I can say in response to this is... "they" will be the ones answering to a federal warrant, not RCMA. With the recent spy cases so widely covered by the media, I would certainly expect public support in favor of full prosecution of those in violation of the statutes relating to the use and dissemination of "classified" materials of any nature! The attached letter will explain this in detail.

RCMA Policy is NOT to print any frequency that is considered "classified" by the Federal government. Any club, magazine, directory, listing or person that openly publishes any data considered "classified" by the Federal government is certainly leaving the door open for a Federal warrant and a day in court, if not jail. As you will note in the attached letter, it is also stated that anyone who enters a classified-type ad to solicit information related to any "classified" frequency is also going to soon appear on the interview agenda of a Federal agent.

RCMA will not intentionally print any "classified" Federal frequency, nor will we print any classified-type ad in CONTACT / INFO WANTED which solicits information of a "classified or sensitive" nature. The following letter, received in February 1982 by RCMA, gives you the reasons behind this policy. I fully understand the desire for this information by members who enjoy monitoring Federal and Military channels, and you have my sympathy - but, after reading the attached letter from the FCC, I trust you understand our club policy relating to this matter. As for those "other publications" that are dealing with this material, sooner or later the printing and distribution of such data is going to cause a serious problem, I'm certain.

FEDERAL COMMUNICATIONS COMMISSION
WASHINGTON, D.C. 20554
February 19, 1982

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. Mike Redman, President
Radio Communications Monitoring Association

Dear Mr. Redman:

This concerns the Federal Government and Military columns appearing in your monthly Radio Communications Monitoring Association (RCMA) newsletter. Your attention is first drawn to that portion of your column which appears atop page 33 of the RCMA December 1981 newsletter:

> RCMA is in a difficult position; with ... the International Telecommunications (sic) Union's (s) world wide distribution of US sensitive frequencies like our Border Patrol and FBI, one wonders just where we should draw the line and whom we are protecting.

The editor of your Federal Government and Military column has addressed this issue, at least indirectly, a number of times in recent months [1].

While the Commission authorizes only non-Federal users of the spectrum, the Commission nevertheless serves as the International Telecommunication Union (ITU) notifying administration for non-Federal and also for virtually all Federal government operations notified to the ITU and thence appearing in the ITU-published International Frequency List (IFL). Permit me to assure you that no information known to be classified, nor even information in respect to unclassified U.S. Government authorizations not releasable under the Freedom of Information Act (FoIA), has been so notified above 28 MHz. In fact, above 28 MHz in the mobile services by far the most common kind of notice provided by us to the ITU is no more than a typical notice. This procedure is fully in keeping with the treaty obligation set forth in No. 490 of the International Radio Regulations. Such a typical notice need specify only the broadest technical parameters, e.g., frequency, state or states wherein the frequency may be used, a general power

[1] E.g., December 1979, p. 51; March 1981, p. 53; April 1981, p. 55; May 1981, p. 80; June 1981, p. 25; July 1981, p. 35

level, indications that the assignments so typified are in the mobile service, and the like. Characteristics which might serve to identify certain Federal agencies, or in the converse, to eliminate certain agencies as possible operators of the assignments in question, are not provided by typical notices inasmuch as individual notices of each and every land station and mobile station assignment need not be notified to Geneva. I select this example in that it would appear that something over two-thirds of your newsletter is usually devoted to the mobile services above 28 MHz.

The Commission, as well as the National Telecommunications and Information Administration (NTIA) and, in particular, the Department of Justice, both of whom have been informed of this matter, view any publication of classified information, or information not releasable under the FoIA with great concern. Such information has been adjudged for good cause to be of such a sensitive nature that, were it to become known to those who do not have both a suitable security clearance and a need to know, damage to the United States would result. In this respect your advertising guideline that

> Ads that will not be accepted include frequency lists that reveal "sensitive" or classified frequencies...

is in a positive vein.

The concern cited above was further mobilized on January 19 when this office received the enclosed request from your editor [2]. You may wish to note that the ITU's master frequency list (IFL) is sought. I have today forwarded ordering and availability information to Mr. Grove [3]. The Commission is not unaware of the desire manifest in some quarters to publish sensitive frequencies for what may be economic competitive reasons. In particular, note is taken of Mr. Grove's earlier related publishing efforts [4] although the information published thereby was apparently obtained from NTIA and was therefore both unclassified and releasable under the FoIA. While the referenced document was not published by RCMA per se, it is prudent to bring the foregoing to your attention as the IFL's content could possibly be wrongly cited as an identification basis by anyone not acquainted with its exceedingly limited content in respect to establishing or narrowing the identity of United States Government agencies whose classified or not-FoIA-releasable radio operations may be represented therein. As typical notices may represent an amalgam of publicly releasable and other assignments, and since a very small fraction of all terrestrial assignments, publicly releasable and otherwise, need be notified even via typical notices above 28 MHz, a hypothetical procedure which might call for subtracting from the IFL-supplied information that which appears in a publication such as that referenced in footnote 4 herein will not yield a residue comprised of currently active unreleasable assignments.

The Commission generally views your newsletter in positive terms [5] since it is constructively informative and since it at least indirectly advances a broader understanding in the public mind of the complexities of spectrum management, despite there having been the publication of substantive errors on occasion as to how that management is effected [6]. Nevertheless, you should be aware that publication by anyone of information known to be classified is in violation of Federal law; it should be expected that any such matter would be pursued accordingly. You may wish to bring this matter to the attention of your

[2] See Attachment A.
[3] See my letter set forth in Attachment B.
[4] FEDERAL FREQUENCY DIRECTORY, 2 - 420 MHz INCLUSIVE, By Robert B. Grove, Published by Grove Enterprises, Inc., Brasstown, N. C. 28902

Federal Government and Military column's editor.

Sincerely,

Robert L. Cutts, Chief
Spectrum Management Division

Copy with enclosures to:

IRAC Representative, Department of Justice

Director, Spectrum Plans and Policies,
National Telecommunications and
Information Administration

[5] We note with some concern certain of your "Contact" classified-type ads wherein, for example, individuals specifically solicit information as to sensitive frequencies such as in given geographical areas. The third ad appearing on page 75 of your May 1981 newsletter is a case in point. Such ads may call for action possibly commencing with interviews of the persons responsible for placing such ads.
[6] The second paragraph on page 32 of your December 1981 newsletter states that FCC assignees have some common frequencies throughout the country. While that statement is certainly true for certain Commission licensees, no Commission licensee is assigned any of the 3 frequencies cited in support of that statement.

NEED BACK ISSUES OF THE RCMA NEWSLETTER?

Lots (Months/Year)	No. of Issues	Price
Sept 75 – June/July 76 (No Oct or Nov Published)	7	$2.00
August – Dec 76 (No Oct published)	4	$3.00
Jan – June 77	6	$4.00
July – Dec 77	6	$4.00
Jan – June 78	6	$5.00
July – Dec 78	6	$5.00
Jan – June 79	6	$6.00
July – Dec 79	6	$7.00

1980–to date issues are available at $1.50 per copy

Order Total	Include This Amount of Postage
$ 1.50 – $ 5	$1.20
$ 5.50 – $10	$2.25
$10.50 – $15	$3.30
$15.50 – $25	$4.15
$25.50 – $35	$5.50
Over $35	$7.00

Send your request & check/ M.O. (payable to RCMA) to Secretary Bill Ell, 2831 Hermanos St., Pasadena, CA 91107

Aircraft

Send private, commercial, firefighting and law enforcement aircraft frequencies of interest in the 108-136 MHz range and frequencies in other bands above 30 MHz associated with airports and aircraft plus questions, articles and tips related to aircraft monitoring to:

Once again welcome to your Aircraft Column.

Since it was but a few days ago that I was notified that I would be doing the column again, I'm going to have to work fast to meet this months deadline. It goes without saying that I enjoy working with the RCMA staff in contributing to the Newsletter. If I do a good job at stimulating reader interest, then I can expect questions and contributions from you. If not then I have only myself to blame.

In the months ahead you can look forward to:

More "War Stories"
Information on the air traffic control system
Standard or common frequencies that are used through the country
Contributions from our readers

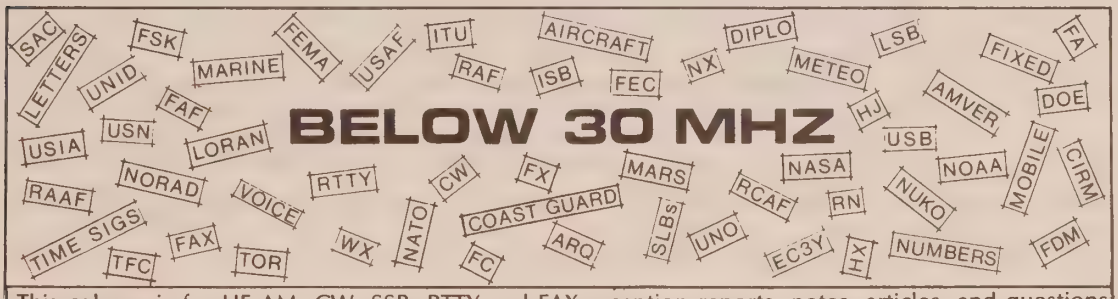
One of the most interesting features in our magazine is reading comments from our contributors on various scanners and related equipment. If you have acquired some new equipment, let us hear what you think of it.

About two months ago, I purchased a Sony Air-8 from Sportys Pilot Shop, who happens to be the only U.S. distributor. I've been very pleased with the unit. It covers the LF band from 150 to 2194 khz. FM from 76 to 108 mhz, Air from 108 to 136 mhz and public service from 144 to 174 mhz. The selectivity and sensitivity are excellent. You can preprogram up to 10 channels in each of the frequency spectrums, and it has many features found on other scanners such as priority, delay etc. The major drawback was the price, $269, and the high price for related equipment such as Leather carry case $38.20, 110 volt cord adapter $10.95, VHF car top antenna $38.00 and so on.

The 110 volt cord adapter for my Sony tape recorder works just fine on the scanner, so I was able to save a few dollars there.

Radio Shack advertises a hand held scanner similar to the Sony Air - 8, that has additional bands and will scan 16 channels as compared to the 10 for the Sony model. The performance of the Radio Shack model 20-131 was not as good as the Sony especially in sensitivity, otherwise I would be the proud owner of two hand held scanners.

Next month with more time to prepare for the column, we hope to have some items of interest for you.



This column is for HF AM, CW, SSB, RTTY and FAX reception reports, notes, articles, and questions related to HF utilities. Services covered in this column include aeronautical, coastal/marine, weather, government, military and 'spy' stations – essentially everything except broadcasting, CB and amateur radio.

Send reports to: Geoff Halligey, 85 Southwood Road, Cottingham, England, HU16 5AJ.

CHANNEL MARKER BREAKTHROUGH

At long last a definite connection between one of the channel markers and the USSR has been discovered. This was on June 12th at 2251 when, tuned to a seemingly endless repetition of P P P on 4031.0 CW, transmission was suddenly interrupted by the following:

UMS UMS 44822 53330 (figs repeated 3 or 4 times)

UMS is, of course, a Moscow callsign well known to VLF monitors on 17.0 and 18.0 kHz, CW (and it also comes up on 19472.0 HF). The format of almost all messages is the same as that above - two callsigns followed by two 5-fig groups and then a relapse into silence which may last for several hours. In fact, transmissions are quite a rarity and to hear them one might have to stay tuned for hours on end.

Whether this UMS transmission was in error or not has yet to be discovered; if it was, then the operators at 'P' have made one of the classic mistakes of the game, and 'blown their cover' as the spy thrillers have it.

This P marker has also been heard sending data signals and relatively high speed Cyrillic morse at around 32 wpm. The accompanying Channel Marker chart

shows the times that it, and other single letter markers, are heard in the U.K.

It will be noticed that all of the channel markers listed have been heard to send traffic at one time or another, which surely justifies the adoption of the title 'marker' rather than 'beacon'. EC3Y has been treated as a channel marker also, since it operates in just the same fashion.

CHANNEL MARKERS

FREQ	C/S	MODE	07	09	11	13	15	17	19	21	23
3561.0	V	CW									
		Transmits V as E-E-E-T; 5-fig groups have been heard									
4031.0	P	CW									
		Operated by USSR - see para. 'CHANNEL MARKER BREAKTHROUGH' - this issue									
5758.0	A	CW									
		Sends frequent, but irregular, 5-fig groups repeated up to 28 times (see March '85 Newsletter. 7435 kHz now closed)									
6771.0	X	CW									
		Sends occasional, but irregular, 5-fig groups									
6993.0	P	CW									
		Sends occasional, but irregular, 5-fig groups + RTTY									
7394.5	V	FSK									
8158.5	EC3Y	CW									
		All four EC3Y txs operate in parallel and send frequent 5-fig groups and Z-code tfc through the day, often at H+30. They close abruptly at 1659 with NW ZNN AR VA. Also closed all Sats and Suns.									
9161.0	EC3Y	CW									
9312.0	W*	CW									
		Transmits H+50-55 every ODD hour, eg, 0750 - 55, etc.									
13581.8	EC3Y	CW									
13631.8	EC3Y	CW									

* 'W' is the exception - no traffic heard so far.

K AND U MARKERS

The K and U markers differ from most of the other channel markers in that they all key in the FSK (frequency shift keying) mode and they but rarely send any traffic.

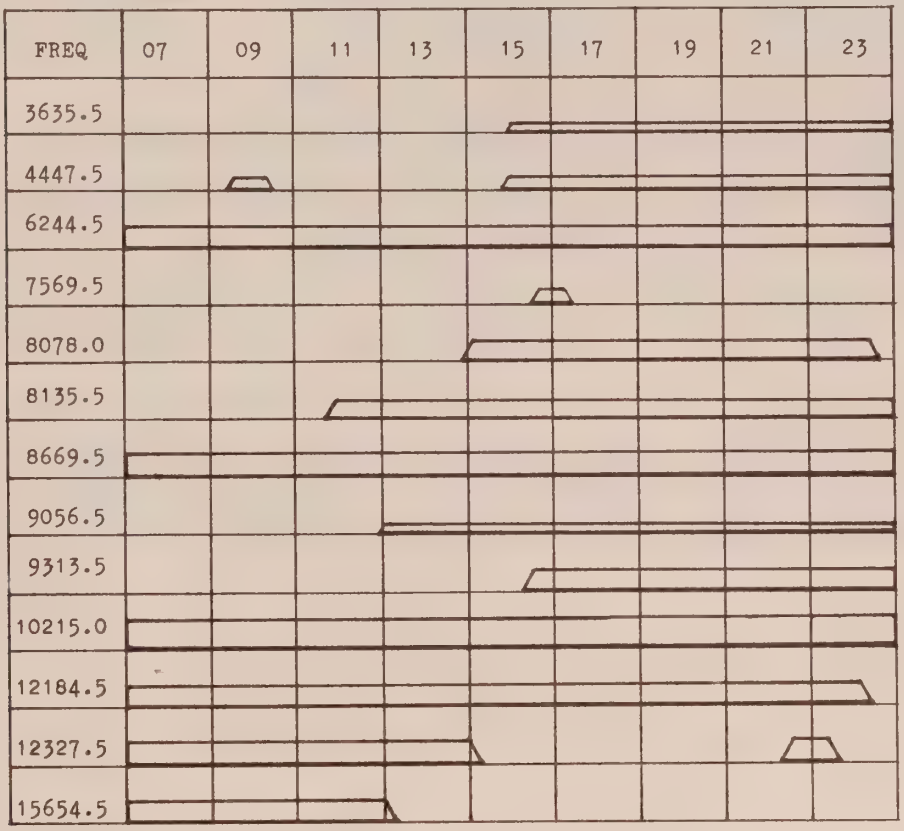
The frequency - the 'assigned' frequency - of FSK signals is taken as the centre null of the signal (the null point of the 'space' signal). To hear the 'mark' signal properly the frequency must be increased by about 1 kHz. FSK signals are used for RTTY, but as a historical note, FSK came into being with the Poulsen arc transmitters.

An arc cannot be rapidly switched on and off for morse keying, as could the older spark transmitters. Once the arc was struck it had to be kept flowing, keying being accomplished by taking a small loading coil in and out of the oscillatory circuit.

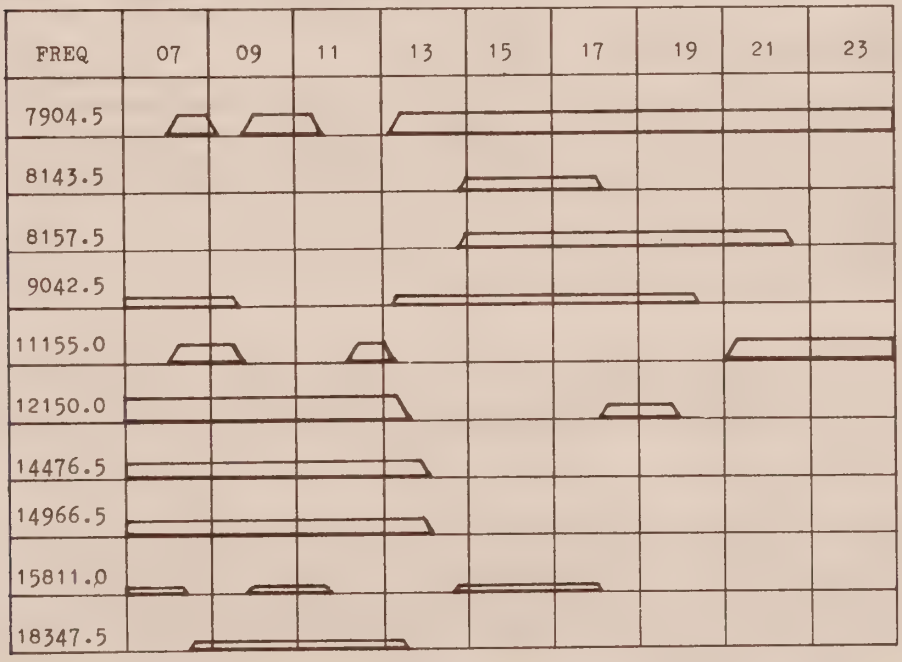
The writer in indebted to Bill Orr of Popular Communications for many of the K and U frequencies given in the accompanying chart, which shows how they are heard in the U.K. The height of the bars gives some indication of signal strength. Bill suggests that the K transmissions may originate from the Pacific coast of the USSR, and the Us from the Murmansk area.

Another theory is that all channel markers, including the Ks and Us, are related to various navies throughout the world, but I am keeping an open mind.

THE 'U' MARKERS - ALL FSK MODE



THE 'K' MARKERS - ALL FSK MODE



THIS MONTH'S LOG - A MIXED BAG

All the following were heard in the U.K. late May and early June:

5691	USB	DHM91	Wunsdorf, GFH GAF base
6676	USB		VOLMETS Karachi, Singapore & Bombay, 1645 to 1915, good strength
11384	USB		VOLMET Sofia, Bulgaria, in EE. H+25 & 55
13235.5	CW	HWN	Paris (Houilles) Naval R., 1128
18808.0	CW	RIW	Khiva, USSR, Naval R., 1053
19084.0	USB		Telcom, II, 1039
19096.6	LSB		Telcom, GG, 1045
19147.8	USB		Telcom, SS, 1039
19153.8	USB		Telcom, II/SS, 0953
19160.5	LSB		Telcom, II/EE, 1045
19442.0	LSB		Telcom, FF, 1118
19450.0	CW	VTK3	Tuticorin, India, Naval R. 1059
19583.9	LSB		Telcom, II, 1128
19961.0	LSB		Telcom, US, Ascension to Patrick AFB, 1517
22311.8	CW	A9M	Bahrain R., marker, 1343

NUMBERS AND LETTERS

4030	AM	Bulgarian, nightly 1800 to 2200

RUSSIAN HYSTERICALS

In addition to 13555 and 6519 reported last month, a correspondent advises that 9225, 7601, 5445 and 5250, all USB, are additional frequencies for these or similar nets. Alma Ata, Agulchik, Nikolika, Yarbet, Sardina and Decima are place names or call signs constantly recurring.

FINALLY

Input has been very light this month, are you all on holiday over there ?

ALL TIMES ARE UTC

Best wishes, and better weather than we are having, if you are on holiday !

Geo

Business, Etc.

This column is for reporting frequency and radio system information for the following varied services: business, forest products, petroleum industry, special industrial, manufactureers, news media (behind-the-scenes radio, TV & newspaper), motion picture industry, security (private patrol, detective agencies, campus security & police, amusement park & stadium security, shopping center & mall security, plant/business/hotel security, etc.), General Mobile Radio Service (GMRS), mobile phone/RCC & paging, trucking firms, bus lines, taxi cabs, tow trucks, utility companies (private & municipal water, power, electric, gas, telephone, etc.), and all school & college related frequencies. Send information and questions pertaining to the radio services covered in this column to:

Brandt Niemuth, P.O. Box 541, Rosemont, IL 60018

Greetings to one and all. Hopefully, some of the "HOT" weather is over, and your listening pleasure is concentrated on those "HOT" favorite freqs. Thought for the month: Munder's Theorem: For every "10" there are 10 "1's". (I guess that lets me out in the cold real quick)

The following is an excerpt of a contribution that I had hoped would have been published last month. Due to possible copyright infringements, Carol did not insert (not your fault) it in its' original form as submited to me. The following list is for the NFL (contributor's credit is again my fault as it was to have been in last nonth's column):

177.0	Atlanta	184.4	Miami
180.6	Baltimore	183.8	Minnesota
184.4	Buffalo	199.4	New England
180.6	Chicago	179.5	New Orleans
183.0	Cincinnati	181.4	N Y Giants
178.0	Cleveland	183.0	N Y Jets
175.4	Dallas	184.0	Philadelphia
180.8	Denver	184.0	Pittsburgh
183.0	Detroit	175.4	St Louis
181.8	Green Bay	177.2	San Diego
178.8	Milwaukee	185.4	San Francisco
175.8	Houston	182.3	Seattle
181.4	Kansas City	177.0	Tampa
181.8	L A Raiders	181.0	Washington
183.2	L A Rams		

Editors note: The material from which the above came is dated 1983, with no notation as to accuracy and/or use by listed teams. I wonder if anybody has added info related to the NFL plus a similar list for the USFL and the Baseball and Basketball Teams.

Other contributors this month include D Wilcox (WI-035) with some material on the Janesville, Wisc area and Ron Murray of Kent, Washington (membership Unknown) covering Seattle, Wash news media. Thanks to one and all.

@%Seattle-King County Area News Media

161.640	KEV-804	KIRO News-Radio "BASE-3"
161.700	KEV-804	KIRO Eyewitness News-TV "BASE-2" "Master Control"
161.730	KQI-983	KING Radio
161.760	KEG-985	KOMO "T.V.Base"
450.1875	(R)????	KOMO "News Base"
450.4125	KEH-627	KOMO "Radio Base"
450.4875	KGB-681	KSTW "Seattle Base"
450.5125	KSV-483	KING "F-1" Television
450.5875	(R)????	KOMO "Engineering"
450.6125	???????	KING "F-4" Television "ENG Base"
455.1125	???????	KOMO "ENG Command"
455.5125	KSV-483	KING "F-2" Television "ENG Base"

KOMO(ABC) TV:Channel 4 Radio:AM1000
KING(NBC) TV:Channel 5 Radio:AM1090
KIRO(CBS) TV:Channel 7 Radio:AM710
KSTW(Ind) TV:Channel 11

AIRCRAFT & TRAFFIC REPORTING 122.750

KOMO:"AIR-4" TV Helicopter
"R-11" Air Patrol Helicopter(radio)

KING:"SKYTWIN-1 & 2" Radio/Fixed Wing
"SKYKING" Helicopter

KIRO:"CHOPPER-7" News Helicopter
"KIRO Copter" Traffic Helicopter

31.320	Zed Inc	IS	KUE310	Janesville	Const.
35.060	Quigley Smart Inc.	IB	KWS417	Janesville	Repair
35.080	Quigley Smart Inc.	IB	KWS417	Janesville	Repair
35.080	Quigley Smart Inc.	IB	KBW502	Beloit	Repair
35.880	Rudys Welding	IB	KNFX387	Milton	Repair
35.900	Wiedmer Trucking	IB	KNAL484	Clinton	Trucking
37.600	Wisconsin Power And	IW	KUH730	Beloit	Electric
37.780	Wisconsin Power And	IW	KSB520	Janesville	Electric
37.780	Wisconsin Power And	IW	KUI889	Janesville	Electric
37.780	Wisconsin Power And	IW	KSD571	Beloit	Electric
43.040	Rock Road Constructi	IS	KFK327	Beloit	Const.
43.120	Ryan Incorporated Of	IS	KSG302	Janesville	Const.

43.520	South Central Irriga	IS	KRZ397	Beloit	Const.
47.460	Evansville Veterinar	PS	KSD727	Evansville	Vet
47.540	Clinton Veterinary	PS	KSC339	Clinton	Vet
48.240	Wisconsin Power And	IW	KBG461	Beloit	Electric
48.240	Wisconsin Power And	IW	KBB805	Milton	Electric
48.320	Wisconsin Power And	IW	KBB805	Milton	Electric
48.360	Wisconsin Power And	IW	KBB805	Milton	Electric
48.520	Wisconsin Gas Compan	IW	KFV510	Evansville	Electric
48.900	Michigan Wisconsin P	IP	KBX596	Janesville	Const.
49.520	Janesville Sand & Gr	IS	KUR948	Beloit	Const.
49.520	Janesville Sand & Gr	IS	KSF571	Janesville	Const.
49.580	Edgerton Ready Mix	IS	KBJ495	Edgerton	Const.
99.900	Southern Wisconsin R	BF	WJVL	Janesville	FM Radio
1230.00K	Southern Wisconsin R	BS	WCLO	Janesville	Am Radio
150.845	Dewey's Wrecker	LA	KSG744	Beloit	Wrecker
151.565	LIONS OIL	IS	KLX216	JANESVILLE	HEATING
151.595	Arneson Gerald	IS	KBA276	Janesville	Farm
151.625	Total Tv	IB	KNGR287	Janesville	Cable Tv
151.655	Lenz Plumbing & Heat	IB	WZH573	Janesville	Heating
151.715	Amoco Oil Company	IB	KLT801	Janesville	Heating
151.715	Perkins Camera & Aud	IB	KYX266	Janesville	Store
151.715	Bratten Oil	IB	WSM840	Janesville	Heating
151.715	Pepsi Cola Kantor Bo	IB	KVQ581	Beloit	Factory
151.745	Westphal & Company	IB	KLC565	Janesville	Electric
151.805	Lloyd's Plumbing	IB	KTO996	Janesville	Plumbing
151.865	Kubiaks Electronics	IB	KGW851	Janesville	Repair
151.985	Wisconsin Telephone	IT	KJL490	Janesville	Phone Repa
152.120	Metro Radiophone Of	CD	KSV997	Janesville	Phone
152.810	Wisconsin Telephone	CD	KSC646	Janesville	Phone
152.930	Frank Sila & Sons	IS	KNIA847	Janesville	Const.
153.065	Omc Parts + Accessor	IX	KC6699	Beloit	Factory
153.320	General Motors Resea	IX	KBS258	Janesville	Security
153.350	General Motors Resea	IX	KRJ599	Janesville	Maintance
154.490	Lein Oil Co.	IB	KET777	Janesville	Heating
154.515	Phil's Refrigeration	IB	KZZ318	Janesville	Heating
154.540	Beloit Memorial Hosp	IB	KNFA256	Janesville	Pager
154.540	Janesville City Of	IB	KTY555	Janesville	School
154.540	Beloit Memorial Hosp	IB	KNFA256	Beloit	Pagers
154.570	Janesville City Of	IB	KTY555	Janesville	Schools
154.570	Marling Lumber Co	IB	KA83876	Janesville	Const.

CANADA

Send Canadian frequency information, radio system details and other information relating to Canadian monitor radio listening and questions to:

Greetings again and welcome all to the September Canada column. I'm just starting to get settled in in Regina. The place is still pretty messy, with books and papers spread almost evenly across the floor. But of course I already have my scanners set up. When most people move, they usually set up the big furniture first, such as the bed, couch, table, and so on. Of course, the very first thing I set up was my scanner.

I've been pretty busy to do much listening lately with unpacking and all. Also, my letters are starting to pile up. I hope everyone who has written will be patient. It won't be too much longer.

My new apartment is located near the Regina airport. That was handy last Friday night. The scanner started hopping around 9:10 pm. The Air Canada office at the Regina airport was calling Flight 157 on Air Canada's company frequency of 131.775. 157 was a Boeing 767 enroute from Toronto to Saskatoon. The Saskatoon office had received a threat against the aircraft. "The caller's exact words were," said Regina, "bomb on the plane." The bomb was set to go at 9:30.

At that time, 157 was between Winnipeg and Saskatoon. The pilot did some quick calculations, and decided that he could make it on the ground at Regina by 9:30. Air Canada notified by telephone the Regina Airport RCMP, Transport Canada Fire Fighters, and MOT staff. The pilot told Winnipeg Center on 123.8 that he was going to Regina, and why. Of course the controller gave him the utmost in co-operation. 157 did a "straight in" approach and landing on runway 26. When the aircraft came to a stop, the crew and passengers performed an emergency evacuation down the chutes. Every passenger was off the plane at 9:25 pm, within 90 seconds of landing.

By this time, all co-ordination was on 121.9. The airport crash crews, RCMP, and Airport supervisors were co-ordinating with Ground Control. The aircraft pilot was also on 121.9. The RCMP then began busing the 186 passengers to the terminal.

For the next four hours, all baggage and cargo on the plane was searched and x-rayed. Regina City Police bomb disposal experts did a thorough search of the aircraft. The passengers were finally bused to Saskatoon. No bomb was found, of course.

All in all, I was very impressed with the operation. On very short notice, all the people involved did an excellent job, and the radio co-ordination was superb. Here is a short summary of who was using what:

Regina Airport RCMP	155.670(S)	Primary
	155.460(S)	(used briefly)
	121.900	Ground Control co-ord.
	460.200(R)	Co-ordination with MOT Airport staff
	460.3375(R)	(not used, but available)
Airport FD Crash crews	460.3375(R)	Primary
	460.2000(R)	Co-ord. with other airport staff
	121.900	Ground control co-ord
MOT Airport Supervisors	460.200 (R)	Primary
	460.3375(R)	Co-ord with FD
	121.900	Co-ord with Ground Control & RCMP

As I said, it was an excellent job under difficult conditions. The radio co-ordination was great, but at times, people would pick up the wrong microphone. Some of the conversations would make bizarre changes of frequency.

The next item I have is from Sid (CANA-109). On a recent trip to the Expo 86 site in Vancouver, he found Expo site security on 460.6375(R). The repeater is low powered, but there are many handheld units used, and a boat patrols False Creek. The boat identifies as "Marine 1", and the base station identifies as "200." Sid has also heard mentions of a channel two, but Sid does not know what the frequency is, but it may be simplex. There was also a mention of contacting someone on another radio system. It sounds like there is going to be a lot of radio in use for Expo 86. Sid and I agree that there promises to be a lot of interesting radio traffic from now until Expo 86 closes.

One thing that I failed to mention above. Even though Expo 86 doesn't open until next May 2, the Expo Center is already open. This pavillion features displays of future technology, a Futures Theatre which uses laser, film and slide projectors to present a view of the future. Finally, there is the Omnimax Theatre, one of a handful in the world. This theatre has a hemispherical screen surrounding the audience, and combined with special film projectors and sound systems, creates a very impressive 3-D effect. One of the sequences is a space shuttle launch filmed in Florida. It makes it seem that you are really there. Anyway, if you are planning to go to Expo 86, and you should, the Expo Center is a must see pavillion.

The City of Vancouver is getting ready for Expo 86 in many ways. For example, the Vancouver Regional Rapid Transit System will be on-line for Expo. This is a system of Light Rail Transit vehicles that are totally automatic. There are no drivers in the cabs of the cars. There are a number of Rapid Transit Attendents (RTAs) which circulate in the trains assisting passengers. Many other features ensure total passenger safety, both at the stations and on the trains.

Radio will of course play a very important role in the operation of the system. Sid sent in some brochures on ALRT, and from the pictures of the RTAs, I can see they have UHF radios, so either 410-420 or 450-470 MHz bands. Currently the RTAs are being trained and the cars are being tested, so there should be lots of interesting traffic on their frequencies. If anyone knows them, please do not hesitate to send them in.

The Vancouver City Police are also getting ready for Expo. They are spending $5 million to implement computer dispatching of calls in time for Expo. Most cars already have the MRDS terminals, so probably all that is required are some computers at HQ, and the dispatch consoles. It would seem that after the new system is in place, a lot of the voice calls will disappear. I think the emergency calls will be voiced though, although very few addresses will be given over the air.

Sid also sent in an extremely interesting article on the new cellular systems in Vancouver. Yes, systems. Cantel, Inc. is setting up an 800 MHz system in Vancouver as part of its national Canadian cellular network. Cantel is comprised of Rogers Telecommunications, First City Financial Corp, and Telemedia Enterprises. This joint venture was granted licenses by the DOC back in December, 1983. Cantel plans to begin offering service in July, 1985.

I'm sure most of us are aware of how a cellular system operates. As a quick review, a coverage area is divided into small geographic areas, called cells. Each cell has one base station, and are usually from one to 14 kilometers in radius. As a caller moves from cell to cell, computer controlled equipment automatically switch over to the new cell. No operator assistance is required, and a large number of channels are available.

The Cantel system will operate on 800 MHz, and will use 330 of a possible 660 channels. The other 330 channels will be used by the wireline telephone companies (more later). With such a large number of channels, more users can be accomodated.

Currently cellular equipment is expensive. There are several expenses:

$45 initiation fee for the new number
$150 hardware installation fee
$4500 for the telephone unit
$15/month system access fee
50¢/minute for the first 150 minutes of use
35¢/minute for the next 170 minutes.

This means that, based on estimates from American cellular statistics, the average cost for a user would be about $150/month. Because of these high costs, there is some debate whether the Vancouver area has a high enough population density to support a cellular system. The DOC in Vancouver believe that only places like Chicago or Toronto can support such a system. The question is, will the new cellular systems replace the conventional mobile phone systems in place, or merely add to them?

In addition to the VHF mobile phone system, BC Tel currently has a sophisticated mobile telephone system called Autotel operating in the 420/409 MHz bands. Autotel is "based on the same principle as cellular,...with 40 channels." The Autotel system transmitters have a higher power, and each cell has a larger coverage area. The system is an automatic dial system. Autotel has an advantage over 800 MHz in that Autotel will operate in a rural area, where 800 MHz will not. In a lot of ways, Autotel sounds like a sister system to the AGT Aurora system.

BC Tel is currently doing a market survey for the new 800 MHz cellular market. BC Tel will offer its own 800 MHz system within the next year. The phone company will emphasize the unlimited number of channels and the privacy aspects of cellular as its major selling points. BC Tel believes the 800 MHz cellular system and the Autotel system will complement each other. Currently the Autotel system is not yet saturated like the VHF system is.

It should be emphasized that Cantel is the only firm offering a national cellular network. Cantel does feel that the Vancouver market will be self-sustaining once potential users have been educated to the improved performance available with cellular. Cantel adds that the costs of the Vancouver market could be amortized over the

other 22 markets Cantel will be serving. Cantel intends to install the Vancouver system by March, 1986, in time to be operative for the Expo festivities.

So in summation: In the Vancouver area, the 660 channels in the 800 MHz band available for cellular use will be utilized. Cantel will have a system compatible with their national network, and BC Tel will also have a system in operation. BC Tel will also continue to use the 420 MHz Autotel system, in addition to the archaic VHF system. I'm sure Cantel will have a display and demo equipment at the Expo 86 site. If any member wishes a copy of the article Sid sent in, I would be happy to supply a copy for an SASE. The article is entitled "Walk and talk at will" and was written by Laura Hunter. It appeared in the Western News Magazine on April 10, 1985. Thanks very much Sid for sending in that mountain of material. I think the last word should go to Kathy McLaughlin, Cantel's Marketing Communications Manager: "Cellular (telephones are) the next evolutionary step in the communications industry."

On that profound thought, I will close the column for this month. Remember my new address, and I will be answering my letters very soon. Next month I'll have some information from various parts of Ontario, as well as some information on the Edmonton Police Dept. Until next month, best wishes.

COMMUNICATIONS PROFILE

Cliff Polkinghorn, 14310 Acacia St., San Leandro, CA 94579

This column is for special projects that explain various radio systems in detail. Frequencies and radio codes of not only municipal agencies and certain federal government agencies may be listed, but also large businesses and corporations. The contribution must be lengthy enough that publishing it in one of the regular columns would not be possible. If you are inclined to submit a report as the one below appears, please follow No. 8 in the inside front cover of the Newsletter.

WELCOME TO "COMMUNICATIONS PROFILE"

This month we will be looking at the state of FLORIDA. I have received info from four (4) diferent sources. I am going to mesh all of it together here. The contributors are as follows:
WATER MGMT DIST. INFO___(w/map) from DAN OH-126
TAMPA/HILLSBOROUGH FIRE INFO from JOE MD-015 and
AMERICAN FIRE SERVICE
39 SHERBROOKE AV.
HARTFORD CONN. 06106
WALT DISNEY WORLD INFO from SACRAMENTO FREQUENCY OUTLINE
P.O. BOX 567, ROSEVILLE CAL. 95661
DISASTER PREP. FLORIDA STATE INFO from our own BILL MAULDIN
RCMA GENERAL EDITOR

THANK YOU TO ALL FOR YOUR INFO. I ONLY HOPE NOW THAT OUR LEADERS WILL ALLOW ME TO USE UP ALL THIS SPACE.

-----ON TO FLORIDA-----

South Florida Water Management District

KRQ383	PO	31.02	Lake Harbor	KIJ220	PO	30.94	West Palm Beach
KC9099	PO	30.94		KIJ220	PO	31.02	West Palm Beach
KC9099	PO	31.02		KII408	PO	31.02	Belle Glade
KDC318	PO	31.02	Okeechobee	KIL795	PO	31.02	Dania
KDC319	PO	31.02	Lakeport	KIM668	PO	31.02	Belle Glade
KDC914	PO	31.02	Okeechobee	KIN283	PO	31.02	Lake Harbor
KDZ411	PO	30.94	Miami	KIN664	PO	30.94	West Palm Beach
KET370	PO	30.94	Lake Kissimmee	KIU490	PO	31.02	West Palm County
KET371	PO	30.94	Okeechobee	KIY338	PO	30.94	Okeechobee
KET372	PO	30.94	Okeechobee	KJI564	PO	30.94	Homestead
KFO941	PO	30.94	Okeechobee	KJY686	PO	30.94	Clewiston
KFO942	PO	30.94	Okeechobee	KNCR682	PO	170.300	West Palm Beach
KFT257	PO	30.94	South Port	KNCR682	PO	171.900	West Palm Beach

KNCR683	PO	159.465	West Palm Beach
KNEH592	PO	30.94	Ft Myers
KNEM459	PO	170.300	Dade County
KNEM459	PO	171.900	Dade County
KNEM460	PO	170.300	Clewiston
KNEM460	PO	171.900	Clewiston
KNEM461	PO	159.465	Dade County
KNEM462	PO	159.465	Clewiston
KNGW228	PO	31.02	Miami
KNGW229	PO	30.94	West Palm Beach
KNGW229	PO	31.02	West Palm Beach
KRE300	PO	30.94	Fort Lauderdale
KRE300	PO	31.02	Fort Lauderdale
KRE301	PO	31.02	Okeechobee
KRF441	PO	30.94	Okeechobee
KTE670	PO	31.02	Martin Cty
KVI437	PO	31.02	Glades County
KZK242	PO	30.94	Kissimmee
KZM753	PO	170.300	West Palm Beach
KZM753	PO	171.900	West Palm Beach
KZM754	PO	170.300	Belle Glade
KZM754	PO	171.900	Belle Glade
KZM757	PO	170.300	Cooper City
KZM757	PO	171.900	Cooper City
KZM758	PO	170.300	Miami
KZM758	PO	171.900	Miami
KZM759	PO	170.300	Homestead
KZM759	PO	171.900	Homestead
WAU92	PO	171.075	Osceola County
WAU93	PO	169.475	Osceola County
WAU94	PO	169.475	Osceola County
WAU95	PO	169.475	Osceola County
WAU96	PO	169.475	Osceola County
WAU97	PO	169.475	Osceola County
WAU98	PO	169.475	Osceola County
WAU99	PO	169.475	Osceola County
WQK916	PO	30.94	Ft. Pierce
KA73401	PO	159.465	
WQN917	PO	159.465	Boca Raton
WQN918	PO	159.465	Homestead
WQN919	PO	159.465	Miami
WQN920	PO	159.465	Belle Glade
WQN921	PO	159.465	Boca Raton
WQN922	PO	159.465	
WQN923	PO	159.465	Cooper City

Southwest Florida Water Management

KP6373	PO	151.175	
KTC979	PO	151.175	Brooksville
KTC985	PO	151.175	Bartow

Saint Johns River Water Management

KNAQ876	PO	30.86	Astatula
KNAQ877	PO	30.86	Palatka
KA4047	PO	151.460	
KB26484	PO	30.86	
KIB320	PO	151.460	Lisbon
KIB327	PO	151.460	Oklawaha
KIB333	PO	151.460	Astatula
KNEH591	PO	30.86	Melbourne
WZW714	PO	30.86	Astatula

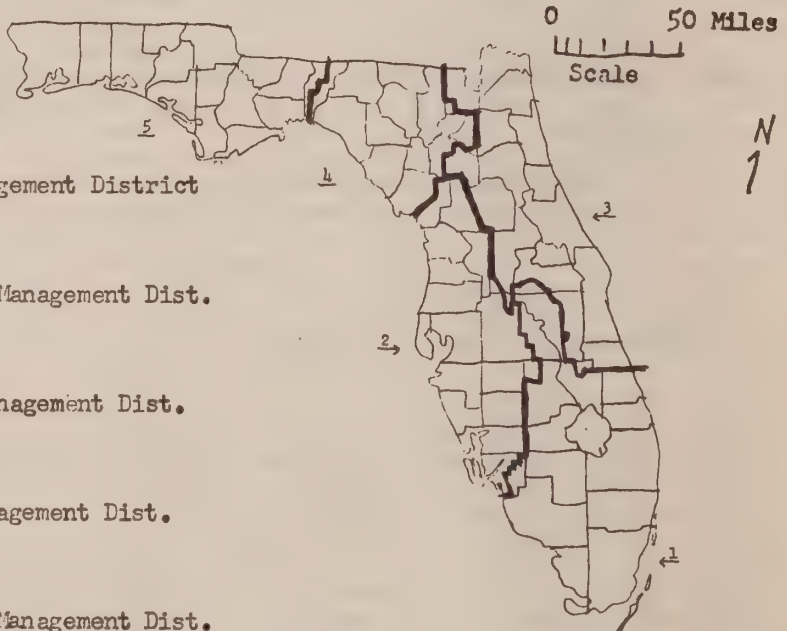
Suwannee River Water Management

KA73650	PL	153.965

DISNEY WORLD FLORIDA

151.655 CONSTRUCTION
151.895 SUBMARINE
157.740 HOTEL PAGER
453.825 FIRE MUTUAL AID
453.875 FIRE
453.925 BLOCK HOUSE FIRE
461.600 OPERATIONS
462.550 OPERATIONS PAGERS
462.575 OPERATIONS MONORAIL
462.625 OPERATIONS TRANSPORTATION
462.650 MAINTENANCE & LANDSCAPE
462.675 MAINTENANCE
464.125 SECURITY
464.400 SECURITY
464.625 UTILITIES
464.800 TAXI
463.975 OPERATIONS

Water Management Districts



1. South Florida Water Management District
   P.O.Box V
   West Palm Beach 33402

2. Southwest Florida Water Management Dist.
   5060 U.S. 41 South
   Brooksville 33512

3. St. Johns River Water Management Dist.
   Rt. 2, Box 698
   Palatka 32077

4. Suwannee River Water Management Dist.
   Rt. 3, Box 64
   Live Oak 32060

5. Northwest Florida Water Management Dist.
   Rt. 1, Box 3100
   Havana 32333

TAMPA (FLORIDA) FIRE DEPARTMENT

Codes

0 false alarm
1 one line
2 two lines
3 multiple lines
4 booster line
5 trash/brush fire
6 auto fire
7 bus, fuel truck, train
8 ship
9 bomb threat
9a bomb found
10 help (elect. co., police, etc.)
11 rescue
12 building fire
13 death in fire
14 death in fire
15 flooded oil heater
16 police-extreme emergency

Signals

1 investigation.
2 fire under control
3 return companies
4 in service at scene
5 out of service
6 in service at station
7 call fire marshall, inspector
8 service rendered
9 call by phone
10 cruising in service
11 fire out on arrival
12 all clear to resume radio contact

Red Alerts at Tampa International

1 plane in air, probable emergency
2 plane landing
3 plane crash
(Blue Alert - Knight Airport
Yellow Alert - off airport)

Stations

1 downtown (R1, T1, C1)
2 Columbus & 12th St. (closed--now supply depot)
3 Platt & Hyde Park (L3)
4 22nd St. & 9th Ave. (R4, S4, C4)
5 Florida & Ross
6 22nd St. & Stuart
7 I-75 & Hillsborough
Howard & Azeele
9 Chestnut & Tampania (R2, C2)
10 34th St. & 25th Ave.
11 Fairbanks & Tolliver (R3, C3)
12 TIA (Crash Units)
13 Busch Blvd. at the Gardens
14 Church & Henderson (R5, L14, C5)
15 Himes & Gandy
16 52nd St. & 10th Ave. (L16)
17 Davis Island
18 30th St. & Hillsborough (R6, L18)
19 Westshore & Ingram

Engine # same as station #
R - Rescue, T - Tower, L - Ladder,
S - Snorkel, C - Chief

HILLSBOROUGH COUNTY (FLORIDA) FIRE

Stations

100 Armdale
110 Brandon
120 Gibsonton
130 Gunn Highway
140 N Hillsborough
150 Palm River
160 Riverview
170 Ruskin
180 Seffner-Mango
190 SE Hillsborough
200 W Hillsborough
210 Thonotosassa
220 Wimauma
230 Dover
240 Lutz
250 Springhead
260 Cork-Knights
270 Bloomingdale
280 Sun City Center
290 Apollo Beach
300 Midway
310 W Hillsborough 2
320 East Lake
330 Brandon 2
340 Armdale 2
360 Plant City
370 Plant City
400 Plant City 1
410 Tampa
420 Div. of Forrestry
430 Temple Terrace
440 Plant City 2

Unit Types

1 engine
2 engine
3 engine
4 specialized
5 rescue
6 small grass truck
7 large grass truck
8 tanker
9 aerial truck

Example: 101 is Armdale engine; 149 is N Hillsborough aerial truck.

Codes

1 1 line
2 2 lines
3 multiple lines
4 minor fire using booster
5 dumpster, grass
6 car
7 truck, gasoline, LP, train, bus
8 ship
9 bomb threat
9A bomb found
10 need help
11 medical rescue
12 structure fire
13 death in fire
14 flooded oil heater
15 police extreme emergency
16 hazardous area

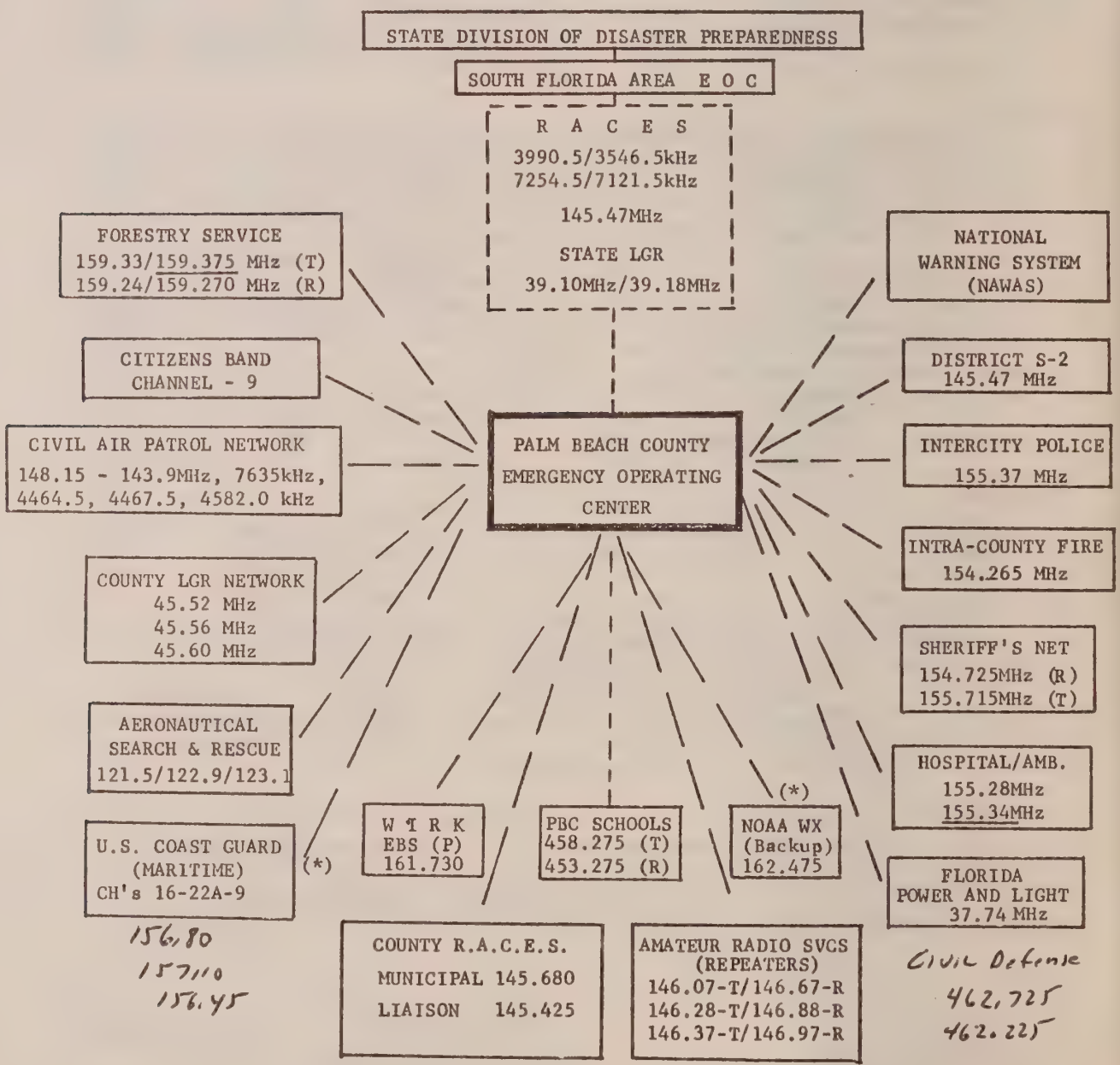
Signals

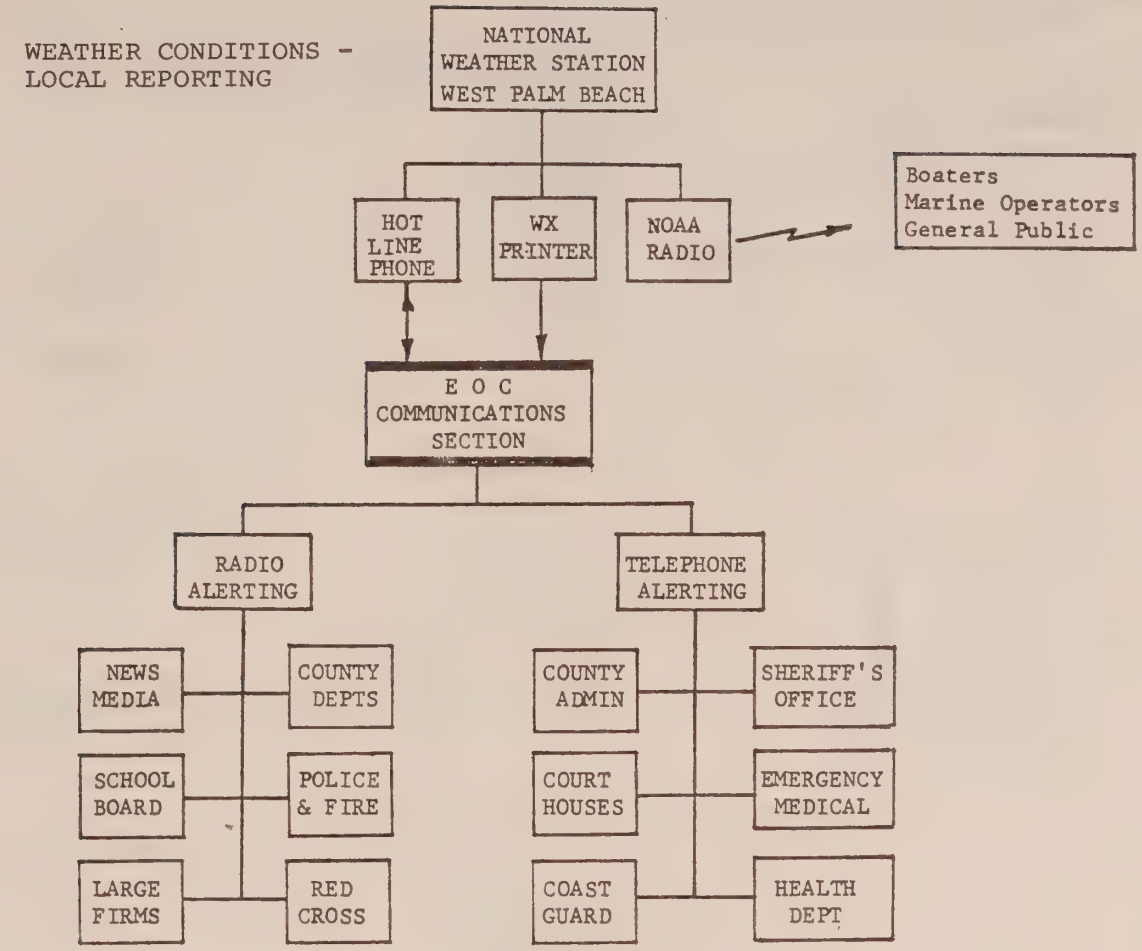
1 on scene
2 relieve taps
3 cancel
4 in service
5 out of service
6 in service at station
7 call fire marshall
8 service rendered (public)
9 call by phone
10 cruising
11 fire out on arrival
12 resume normal traffic, alarm over

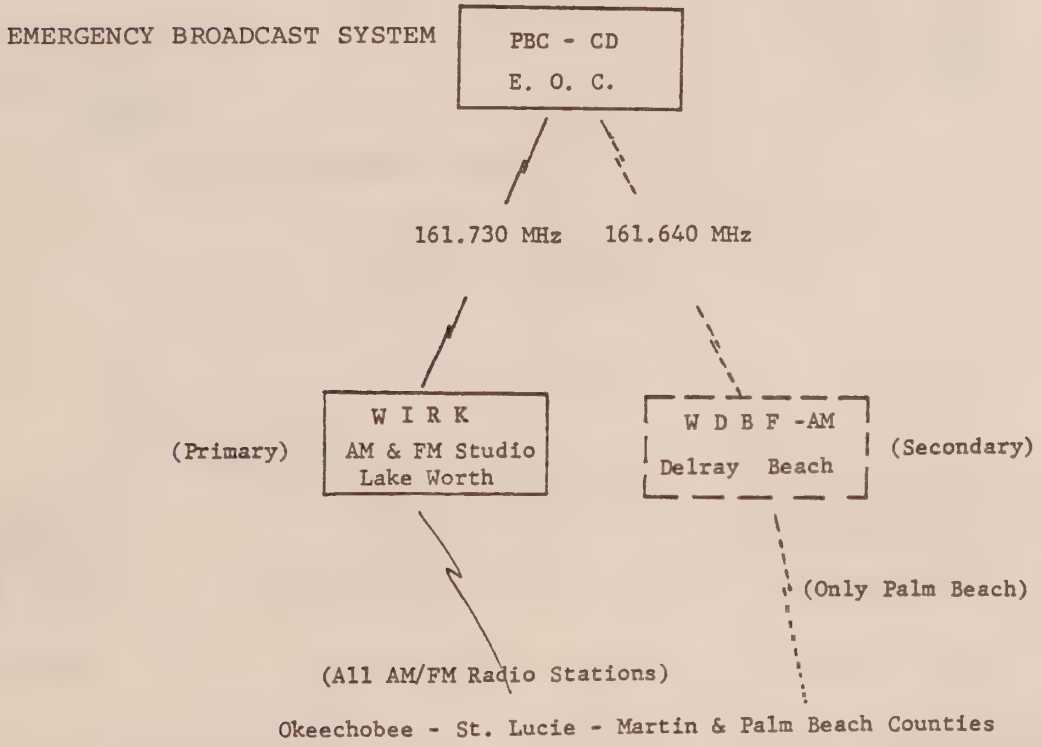
DIVISION OF FORRESTRY

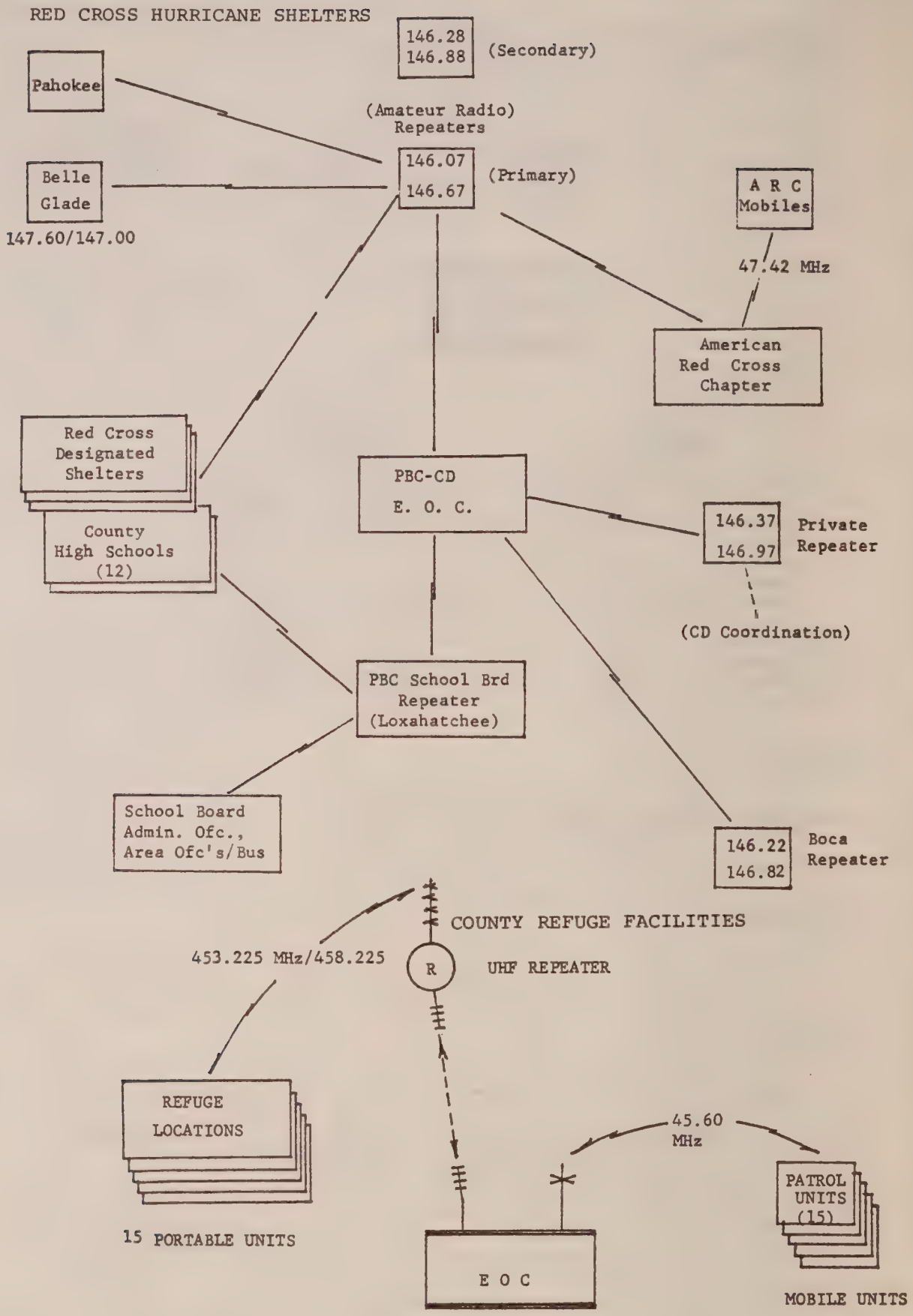
Signals

1 fire (location)
2 all clear
3 legal fire
4 can take care of fire
5 fire under control
6 fire dead out
7 unable to comply
8 need help
9 proceed to
10 test - carrier or voice

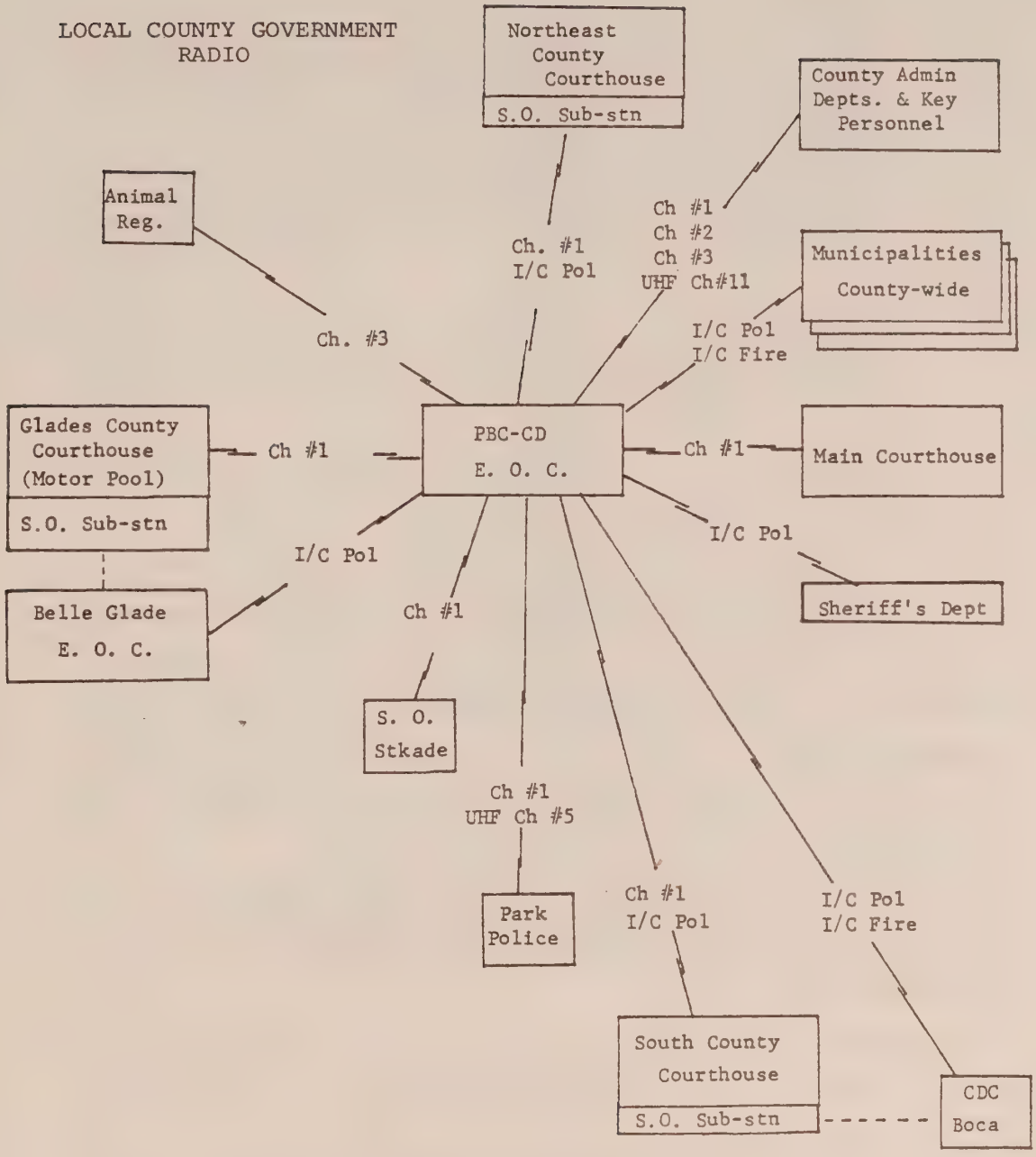



WEATHER CONDITIONS - LOCAL REPORTING
NATIONAL WEATHER STATION WEST PALM BEACH
HOT LINE PHONE
WX PRINTER
NOAA RADIO
Boaters
Marine Operators
General Public
E O C COMMUNICATIONS SECTION
RADIO ALERTING
TELEPHONE ALERTING
NEWS MEDIA
COUNTY DEPTS
SCHOOL BOARD
POLICE & FIRE
LARGE FIRMS
RED CROSS
COUNTY ADMIN
SHERIFF'S OFFICE
COURT HOUSES
EMERGENCY MEDICAL
COAST GUARD
HEALTH DEPT


EMERGENCY BROADCAST SYSTEM
PBC - CD
E. O. C.
161.730 MHz
161.640 MHz
(Primary)
W I R K
AM & FM Studio
Lake Worth
W D B F -AM
Delray Beach
(Secondary)
(Only Palm Beach)
(All AM/FM Radio Stations)
Okeechobee - St. Lucie - Martin & Palm Beach Counties



Primary communications linking Civil Defense with refuge locations using Palm Beach County Park Police Officers & UHF portable two-way radio on Channel 5. Park Police patrol units (mobiles) communicate on County LGR channel 1 during evacuation and when stationed at a fixed location



MUNICIPAL/EOC COORDINATION CHANNEL

Primary: Intra-County Fire Radio (154.265 MHz)

I/C Fire radio provides two-way radio communications with over 175 mobile/portable units and 28 fire rescue units. Fire stations and rolling stock are geographically located to serve populated areas of the County with base stations in or close to the municipal office. Following locations check into Civil Defense each Tuesday morning during roll-call to demonstrate the operation of their systems:

Facility	Base Call	Mobiles	Port.	Rescue
Boca Raton	KBR-981	9	2	7
	KBM-233			
Boynton Beach	KDJ-435	9		
Delray Beach	KCR-882	18		
Greenacres	KXE-594	3	3	2
Juno Beach	KLO-441	3	2	1
Jupiter	KCN-208	3		1
Lake Park	KCQ-284	5		

Lake Worth	KDG-814	2		4
Lantana	KFV-944	6	2	1
Mangonia	KYF-369	3	1	
Ocean Ridge	KZR-464	2		2
Palm Beach	KBP-761			1
Palm Beach Gardens	KTA-868	4		
Palm Springs	KWH-622	4		
Pahokee	KTU-223	-		
Palm Beach Shores	WVG-357	2		
Riviera Beach	KLO-337			
	KVF-795			
	KVF-796			
Royal Palm Beach	KUV-663	4	5	
West Palm Beach	KGT-555	-		
Military Park Stn #1	KUV-778			
Stn #2	KDU-719			
Stn #3	KDU-712			
Old Dixie	KLU-465	1		
Del Trail	KFV-797	8		1
Reservation Stn #1	KJB-981	11	6	
Stn #2	KRS-341			
Southwest	KBY-362	10	6	2
	WXB-744			
Trail Park	KWI-586	8	1	2
Palm Beach Int'l Airport	KSQ-961	10	1	1
State Forestry Service	KSM-283	-		

Secondary: Inter-City Police Radio (155.370 MHz)

COMMUNICATIONS:

Palm Beach County's communications section remains operational 24-hours per day to provide communication to the county's emergency response organizations. Commercial telephone, NAWAS, the Hot Ring Down Telephone System, and local government radio is available for receipt of warning messages from Duty Warning Officer, Bureau of Disaster Preparedness.

A. Telephone Systems:

1. Hot Ring Down Telephone System.

2. Four rotary lines plus three non-rotary, and three CENTREX county lines.

3. Direct "hot-lines":

   a. Palm Beach County Sheriff's communications.

   b. Florida Highway Patrol Lantana communicatons.

   c. American Red Cross Chapter.

   d. Emergency Medical Service.

B. Radio Systems:

1. Sheriff's Radio - 154.725/155.715 MHz - connects various stations and units with the Sheriff's Department.

2. Intercity Police Radio - 155.370 MHz - connects law enforcement agencies, Sheriff's Department and municipal police departments.

3. Intra-County Fire Radio - 154.265 MHz - connects various stations and units of County and municipal fire departments and districts.

4. State Local Government Radio - 39.100 MHz - connects County Civil Defense organizations in South Florida (both fixed and mobile communications).

5. County Local Government Radio - 45.60, 45.56, and 45.52 MHz - connects various departments, divisions, and administration of county government (both fixed and mobile communications).

6. Emergency Medical (Medcom) Radio - 155.340 MHz - connects all hospitals, fire rescue services, and ambulance companies.

7. Civil Air Patrol - 148.150/143.900 MHz - connects aeronautical and land mobile stations with Civil Defense communications.

8. Emergency Broadcast System (EBS) - 161.730, MHz, 161.640 MHz - connects Emergency Operating Center with WIRK (Primary) and WDBF (Secondary) EBS radio stations to disseminate public informational messages to Palm Beach, Martin, and St. Lucie counties.

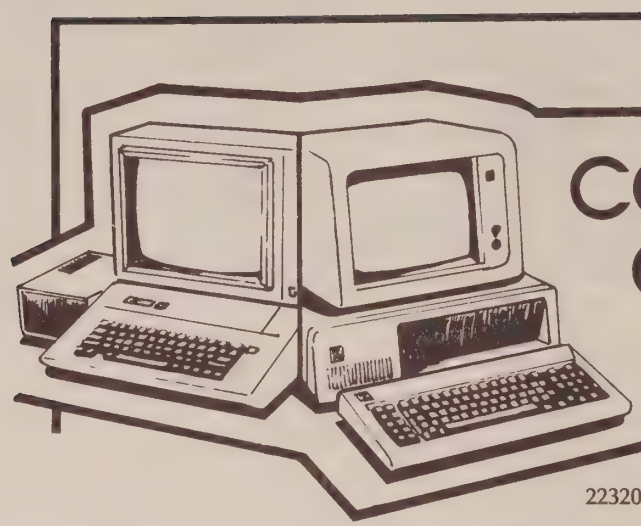
9. Palm Beach County School Board Radio - 453.250/458.250 MHz - connects Emergency Operating Center with School Board Administration, schools, and school bus barns.

10. County UHF Radio - 467.725/467.225 MHz - connects County Administration, EMS, and Civil Defense for coordination purposes (both mobile and hand-held communications).

11. Amateur Emergency Radio - 146.06/146.67 MHz - connects American Red Cross and Civil Defense with shelter operations.

12. Radio Amateur Emergency Communications - connects Emergency Operating Center with adjacent counties in South Florida area.

13. Citizens Band Radio - Channel 9 - connects volunteer CB operators into Civil Defense and various law enforcement agencies (both fixed and mobile communications).



RCMA COMPUTER CORNER

Editor: Bob Cheek
22320 SW 63rd Avenue, Boca Raton, FL 33428

Hello and welcome to the Computer Corner! I want to say "hey" to all of you who are checking in to the BBS. Connection 80 of Boca. (305) 997 6830. I want to also share an idea from Robert WI-081 on the BBS. He thinks that if we had several BBS systems around the country, that it would make it easier for RCMA members to call up and share their frequency. I agree! What about it people? What do you think?

Now, I have a big apology for all of you out there who have been typing in the programs that I have been publishing! I have been inserting errors, unintentionally, with my Daisywheel printer. After however many months, it has just come to my attention that instead of the "greater than" and "less than" signs my printer types ( ) or brackets! I am as sorry as I can be! I have MESSED UP!

The best way to spot them, is where there is an "IF" statement, there is usually a condition like greater than, less than or equals. So check over some of those listings. If they still don't make sense, send me a note, with a SASE and I will send you out a good copy of the listing in question.

I know that some of you spent some long hours typing in program, and cussin' when they did not work.....Again I am sorry and now that I am aware of it, will not let it happen again.

This month I have a listing for TRS-80 Model III computer, in Basic, from Paul MI-050. This program is in two parts, first is a program that prints a menu of possible programs, and then the actual frequency listing program. What Paul has done, is put the data for the frequencies in different but similar programs, then "RUN"s the program with the desired data from another menu program. Not a bad idea Paul!

I have received several letters from members interested in connecting their computers to their scanners. Has anyone out there done it yet?? If so, let me hear from you!

That will about do it for this month. Keep those "cards and letters" and programs coming in! Till next time!

SCANNER MENU

```
10 CLEAR:CLS
20 PRINTTAB(22)"Scanner Service Menu Two"
30 PRINTTAB(27)"<Printer Only>"
40 PRINTTAB(8)"<A> State Of Michigan";TAB(38)"<L> Misc Entertainment"
50 PRINTTAB(8)"<B> Columbia Space Lab";TAB(38)"<M> News Media (2)"
60 PRINTTAB(8)"<C> Detroit Grand Prix";TAB(38)"<N> Police Department (1)"
70 PRINTTAB(8)"<D> Canada (1)";TAB(38)"<O> Police Department (2)"
80 PRINTTAB(8)"<E> Road Commission (1)";TAB(38)"<P> Canada (2)"
```

```
90 PRINTTAB(8)"<F> Local Government";TAB(38)"<Q> Canada (3)"
100 PRINTTAB(8)"<G> State Police (1)";TAB(38)"<R> Fire Department (1)"
110 PRINTTAB(8)"<H> Marine (1)";TAB(38)"<S> Hospital (1)"
120 PRINTTAB(8)"<I> News Media (1)";TAB(38)"<T> Mobile Telephone (1)"
130 PRINTTAB(8)"<J> State Police (2)";TAB(38)"<U> Frequency Program"
140 PRINTTAB(8)"<K> Marine (2)";TAB(38)"<V> Scanner Mailing List"
145 PRINTTAB(24)"<Z>  To End Program"
150 PRINT@984,"Enter Selection < >";
160 I$=INKEY$:PRINT@1001,CHR$(63);:FORX=1TO200:NEXT:IFI$=""THENPRINT@1001," ";:F
ORX=1TO200:NEXT:GOTO160ELSEPRINT@1001,I$;:FORX=1TO200:NEXT
170 IFI$="A"THENCLS:XY$="Michigan":GOSUB500:RUN"MICHIGAN"
180 IFI$="B"THENCLS:XY$="Columbia":GOSUB500:RUN"COLUMBIA"
190 IFI$="C"THENCLS:XY$="Detroit Gran Prix":GOSUB500:RUN"GRANPRIX"
200 IFI$="D"THENCLS:XY$="Canada (1)":GOSUB500:RUN"CANADA1"
210 IFI$="E"THENCLS:XY$="Road Commission (1)":GOSUB500:RUN"ROADCOM1"
220 IFI$="F"THENCLS:XY$="Local Government":GOSUB500:RUN"LOCAL"
230 IFI$="G"THENCLS:XY$="State Police (1)":GOSUB500:RUN"STATEPD1"
240 IFI$="H"THENCLS:XY$="Marine (1)":GOSUB500:RUN"MARINE1"
250 IFI$="I"THENCLS:XY$="News Media (1)":GOSUB500:RUN"NEWS1"
260 IFI$="J"THENCLS:XY$="State Police (2)":GOSUB500:RUN"STATEPD2"
270 IFI$="K"THENCLS:XY$="Marine (2)":GOSUB500:RUN"MARINE2"
280 IFI$="L"THENCLS:XY$="Misc. Entertainment":GOSUB500:RUN"MISC"
290 IFI$="M"THENCLS:XY$="News Media (2)":GOSUB500:RUN"NEWS2"
300 IFI$="N"THENCLS:XY$="Police Department (1)":GOSUB500:RUN"POLICE1"
310 IFI$="O"THENCLS:XY$="Police Department (2)":GOSUB500:RUN"POLICE2"
320 IFI$="P"THENCLS:XY$="Canada (2)":GOSUB500:RUN"CANADA2"
330 IFI$="Q"THENCLS:XY$="Canada (3)":GOSUB500:RUN"CANADA3"
340 IFI$="R"THENCLS:XY$="Fire Department (1)":GOSUB500:RUN"FIRE1"
350 IFI$="S"THENCLS:XY$="Hospital (1)":GOSUB500:RUN"HOSPIT1"
360 IFI$="T"THENCLS:XY$="Mobile Telephone (1)":GOSUB500:RUN"MOBILET1"
370 IFI$="U"THENCLS:XY$="Frequency Program":GOSUB500:RUN"FREQPROG"
380 IFI$="V"THENCLS:XY$="Scanner Mailing List":GOSUB500:RUN"MAILLIST"
420 IFI$="Z"THENCLS:END
425 IFI$="W"THEN150ELSEIFI$="X"THEN150ELSEIFI$="Y"THENGOTO150
495 FORZ=1TO20:PRINT@984,STRING$(15,32):FORZZ=1TO15:NEXTZZ:PRINT@984,"Invalid Re
quest":FORZZ=1TO20:NEXTZZ:NEXTZ
498 PRINT@984,"Enter Selection":GOTO160
500 PRINT@411,"Searching":PRINTTAB(30)"For":PRINTTAB((64-LEN(XY$))/2);XY$:RETURN
```

```
                        FREQUENCY PROGRAM                        07/03/85

10 CLS:PRINT@320,TAB(23)"SCANNER PROGRAMS":PRINTTAB(22)STRING$(18,131)
15 PRINTTAB(22)"<F> requency Lists":PRINTTAB(22)"<E> nd the Program":PRINT@576,T
AB(22)STRING$(18,131):PRINT@919,"Enter Selection < >"
20 K$=INKEY$:PRINT@936,CHR$(63);:FORX=1TO200:NEXT:IFK$=""THENPRINT@936," ";:FORX
=1TO200:NEXT:GOTO20ELSEPRINT@936,K$;:FORX=1TO200:NEXT
25 IFK$="F"THEN35ELSEIFK$="E"THENCLS:PRINT@474,"Loading Menu":RUN"MENU"
30 FORZ=1TO20:PRINT@919,STRING$(15,32):FORZZ=1TO15:NEXTZZ:PRINT@919,"Invalid Req
uest":FORZZ=1TO20:NEXTZZ:NEXTZ:PRINT@919,"Enter Selection":GOTO20
35 CLS:PRINT@472,"Frequency Lists":FORI=1TO500:NEXT
40 CLS:PRINT@320,TAB(24)"MAKE SELECTION":PRINTTAB(22)STRING$(18,131):PRINTTAB(22
)"<A> dd To The List":PRINTTAB(22)"<P> rint The List":PRINTTAB(22)"<R> eturn To
Menu":PRINTTAB(22)STRING$(18,140)
45 PRINT@918,"Enter Selection < >"
50 K$=INKEY$:PRINT@935,CHR$(63);:FORX=1TO200:NEXT:IFK$=""THENPRINT@935," ";:FORX
=1TO200:NEXT:GOTO50ELSEPRINT@935,K$;:FORX=1TO200:NEXT
55 IFK$="A"THENCLS:LIST101-157:ELSEIFK$="P"THEN70ELSEIFK$="R"THEN10
60 FORZ=1TO20:PRINT@918,STRING$(15,32):FORZZ=1TO15:NEXTZZ:PRINT@918,"Invalid Req
uest"::FORZZ=1TO20:NEXTZZ:NEXTZ
65 PRINT@917,"Enter Selection":GOTO50
70 CLS:CLEAR5000:GOTO265
75 DATA"           LICENSEE                FREQ.      CS                COMMENTS"
100 'EXAMPLE ON HOW TO ENTER DATA LINE 101 IF YOU DONT HAVE CALL SIGN OR COMMENT
 YOU ENTER A COMMA.
101 DATA ST. CLAIR SHORES .............,460.300,KQF291,AREA POLICE DEPARTMENT ..
.....
160 DATA END
```

```
165 REM To Start Over Delete Lines 101-157 Then Insert New Data. Maximum 57 Line
s. Data Spacing Maximum Letters 30,7,6,30.       Line # DATA XXXXXXXXXXXXXXXXXX
XXXXXXXXXX,XXX.XXX,XXXXXX,XXXXXXXXXXXXXXXXXXXXXXXXXXXX
170 GOTO10
175 CLS:PRINT@474,"Printing Data"
180 DIMA$(60),C$(60),LP$(60),SP$(60)
185 READH$
190 FORX=1TO60
195 READA$(X):IFA$(X)="END"THENX1=X-1:X=60:GOTO210
200 READC$(X),LP$(X),SP$(X)
205 IFX=1THEN210
210 NEXTX
215 LPRINT:LPRINTTAB((80-LEN(XY$))/2);XY$
220 LPRINTTAB(30)"SCANNER FREQUENCIES":LPRINT:LPRINTTAB(1)H$:LPRINTTAB(1)STRING$
(78,172)
225 FORX=1TOX1:LPRINTTAB(1)A$(X);:LPRINTTAB(32)C$(X);TAB(41)LP$(X);TAB(49)SP$(X)
230 CO=CO+1:IFCO<57THEN235ELSE260
235 NEXT
240 FORI=CO+1TO57
245 N$=STRING$(30,95)+STRING$(1,32)+STRING$(7,95)+STRING$(2,32)+STRING$(6,95)+ST
RING$(2,32)+STRING$(30,95)
250 LPRINTTAB(1)N$
255 NEXT
260 GOTO280
265 CLS:PRINT@448,"What Service ";:INPUT"is The Scanner Frequencies For";XY$
275 GOTO175
280 CLS:PRINT@468,"Do You Wish Any More Copies":PRINT@539,"(Y)ES OR (N)O";
285 I$=INKEY$:IFI$=""THEN285
290 IFI$="Y"THENCLS:GOTO295:ELSEIFI$="N"THEN10
295 PRINT@448,TAB(18)"Prepare Printer For New Page":PRINT@960,TAB(17)"Press Ente
r To Input New Data";:INPUTT$:CLS:LIST165
```

contact/info wanted

This column has two purposes: to help members contact each other, and to help members obtain information directly from one another on various subjects related to 2-way communications monitoring. If you desire to converse, meet, or correspond with other members by telephone, letter, or cassette tape in a certain geographic area or with members who have similar listening interests, this is the perfect place for you to make known your interests. Remember – those who respond will do so directly, so be sure to provide your phone number, the best time to be called, or your address. Write to: Scott Mattson, 2820 Bridge Ave., Point Pleasant, NJ 08742

AN APOLOGY -- To Richard Barnett and others of MONITOR AMERICA, for the recent appearance in this column of a request for material from "MA" in reproduced form.

RCMA Managing Editor

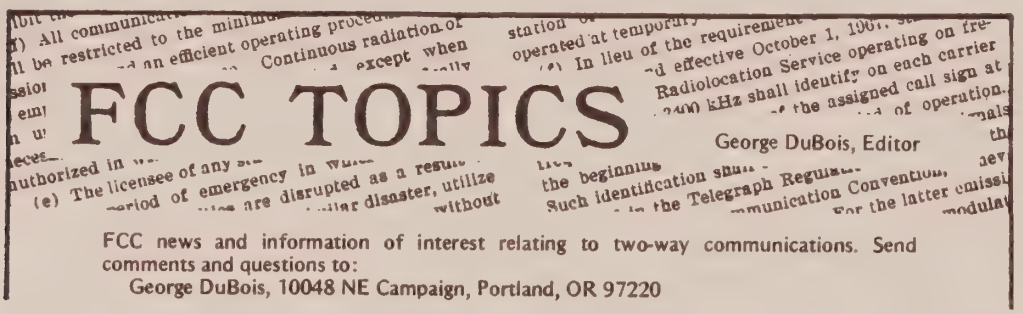
INFO WANTED: I am looking for frequencies of any and all ship activities such as: Coast Guard, Tankers, Tugs, etc., for the New York and New Jersey metropolitan area. Also interested in any private Tug and Tanker frequencies for this area.
TOM ERNST (NJ-164) 207 Milltown Rd., Springfield, NJ 07081 (6/10/85)

ATTENTION: This member would like to contact any member in Sacramento county, Yolo county, and Contra Costa county who has many frequencies to exchange.
JOE VELASQUEZ (CA/SO-006) 248 Plantation Way, Vacaville, CA 95688
(707) 447-5477 between 11AM & 10PM. (6/1/85)

INFO WANTED: This member wishes to swap frequencies and radio data and computer (TRS-80) programs with other members. All LA RCMA members, please send any frequency lists.
DAVID R. FULLER (LA-031) Rt 2-Box 156A, Bogalusa, LA 70427
(504) 732-9903 after 3:30 PM. (6/22/85)

MEMBER CONTACT: This member would like to contact other members in New York from Albany to Long Island including all 5 NYC boros, and also Litchfield county, Connecticut. I would like police, fire, and aircraft frequencies including their 10 codes, if known.
KEVIN BATHRICK (NY-314) P.O. Box 38, Amenia, NY 12501 (6/26/85)

Editor's Note - Members are reminded to please print clearly or type their ad requests. One of the above ads is only partially complete as I could not read the member's handwriting. Future unreadable ads will be rejected. Thanks.



FCC TOPICS

George DuBois, Editor

FCC news and information of interest relating to two-way communications. Send comments and questions to:
George DuBois, 10048 NE Campaign, Portland, OR 97220

The FCC has amended Part 90 to allow the use of spread spectrum techniques in the Police Radio Service. Police agencies may use frequency-hopping systems on any Public Safety radio service frequency above 37 mHz with a maximum power of two watts. The principle intended use will be for surveillance, stake-outs, etc. All use will be on a non-interference basis to other licensees and approval must be obtained from the area frequency coordinator. If frequencies from other than the Police Radio Service are to be used, approval must be obtained from the coordinator for that service also. Station identification will not be required. A system must use at least 20 frequencies and the transmission duration on any one frequency may not be longer than 1/10 second in two seconds. At the same time, the FCC is also amending Part 15 to allow any type of spread spectrum technique in the ISM (Industrial, Scientific and Medical) bands at 902 to 928 mHz, 2.4 and 5.8 gHz. Maximum power permitted is one watt. For direct sequence systems the 6 db bandwidth must be at least 500 kHz and for frequency-hopping systems at least 75 frequencies must be used. All opera-- tion is on a non-interference basis to other users and no protection is offered from ISM users.

At the same time, the Commission will authorize the use of spread spectrum emission in the Amateur Radio Service. This will allow amateur operators to experiment with this technique. However, until specific standards are developed, including station identification, the effective date of this amendment will be delayed one year. In the interim, the Commission will still issue Special Temporary Authorization to those amateurs wishing to experiment with this technique. Also, since the Amateur allocations at 6 and 2 meters are only 4 mHz wide, spread spectrum will only be allowed in Amateur bands above 420 mHz. And only frequency-hopping and direct sequence transmissions, using specified formats, will be permitted. Use of random techniques would complicate monitoring of the tranmission and would in effect allow encripted communications, which is prohibited in the Amateur service.

The FCC has made a couple of amendments regarding broadcasting and the Personal and Amateur radio services. Part 97 was amended to specifically prohibit the use of the Amateur Radio Service for transmission of broadcast material. This question came up as a result of the use of amateur communications in broadcasts of the Grenada rescue mission. However, the content of Amateur, as well as CB communications, may now be rebroadcast, without the permission of the originating station (subject to the broadcasters "journalistic discretion"). Both the Amateur and Citizens radio services are no longer protected by the privacy provisions of the Communications Act. Live broadcast of CB transmissions will still be prohibited, since broadcasters have the use of specific frequencies (BRP) for this purpose.

The Commission has issued Interim Operating Authority to allow Amateur Radio Service licensees to use the 1269.05 through 1269.85 mHz band for Amateur-Satellite use. The band from 1240 to 1300 mHz is allocated for Amateur use on a secondary basis and a proposal earlier this year would, among other things, have allocated the 1260 - 1270 mHz subband for Amateur-Satellite use. Until that matter is resolved, the FCC is allowing temporary use of the 1269.05 - 1269.85 band. This will allow U.S. amateurs to access the Oscar 10 satellite in the "L" Mode, which use a downlink band from 436.15 to 436.95 mHz.

The FCC has amended its rules to allocate 454.8 mHz in the Public Air-to-ground Radiotelephone service at Mobile, Al. This action was taken as a result of a petition that stated that there is a significant need for Public air-to-ground service in the Mobile area and that the nearest existing station is over 130 miles away. Use of that station results in long distance charges to Mobile. Since these frequencies are assigned according to a geographic plan, amendment of the rules was required. The nearest station on 454.8 is almost 500 miles away from Mobile, so the likelihood of interference is negligible. Gulf Mobilefone of Alabama was the petitioner in this proceeding and has indicated it will apply for assignment of the channel.

Some minor changes were made to the Marine rules to eliminate interference in the Great Lakes area. Marine channels 11 through 14 are designated for ship movement service communications under the Great Lakes Agreement with Canada. Commercial operations on channel 11 and port operations on 12 and 14 have caused interference in some areas, though. This amendment designates channels 11 through 14 for the ship movement service on a primary basis and all other use to a secondary, non-interference status. No hardship should be caused, since there are 10 other frequencies available for commercial use.

In a proceeding going back a number of years, the FCC has issued a Final Order regarding the biological effects of radio frequency radiation and the implementation of the National Environmental Policy Act. Under this amendment, guidelines for determining the significance of exposure to RF radiation will be applied to all major actions regarding authorizations for stations in the Broadcast services, Satellite service (uplink stations) and Experimental service. Although there are no mandatory federal standards for RF exposure, the Commission will adopt the American National Standards Institute (ANSI) standards as a guideline. The original proposal in this proceeding suggested such consideration also apply to stations in other services, including the land mobile services. The Commission decided not to include these services and has issued a Further Notice of Inquiry to exclude them for a number of reasons. Land mobile stations operate with relatively low power levels and transmit intermittantly, reducing the cumulative effect of human exposure. The ANSI standards also exclude mobile transmitters with power of 7 watts or less operating below 1000 mHz. In the case of point-to-point microwave services, the power levels are so low and the use of directional antennas, at generally inaccessible locations obviate the need for restrictions. The same would apply to marine and aviation radar. The FCC is proposing to add marine satellite uplink stations, though, since the location of such antennas on ships could allow exposure to workers.

Among recent proposals is an important one, one that would add a number of UHF TV broadcast channels to those available for land mobile use in eight cities. These cities (New York, L.A., Chicago, Dallas, Houston, Philadelphia, San Francisco and Washington) already have channels available in T-band (470 - 512 mHz), but are expected to experience a continued critical shortage of frequencies, even with the proposed new allocation at 900 mHz (June column) and with the use of narrowband techniques. So the Commission is proposing the allocation of a number of UHF TV channels on a shared basis with land mobile use. Shared use of the band will allow continued operation of existing broadcast stations and will not cause any disruption by requiring any TV station to change frequency. The interference standards for land mobile use will also be more strict than in T-band, but coverage contours will be based on

actual station performance rather than theoretical projections. The main problem appears to be that in some cities the only available channels are spread throughout the 512 - 806 mHz TV band. This would result in higher equipment costs, since radios would have to be made specifically for the frequency range in that city. So the Commission split the UHF TV band into three 84 mHz wide segments and identified channels that were unavailable for TV assignment in each city or that were available but not applied for. 75 to 100 mHz is considered to be the widest practical range over which a transceiver may be tuned. 20 to 60 mHz is considered the most practical spacing between transmit and receive frequencies. Thus they were able to draw up a list of paired TV channels that could be reallocated for land mobile use. In Los Angeles for example, TV channel 26 (542 - 584 mHz) for base or repeater use would be paired with frequencies in TV channel 32 (578 - 584 mHz) for mobile use, ch. 48 with ch. 42 and 60 with ch. 66. An alternative is proposed, pairing channel 32 with 36 (instead of 26 with 32). Channel 32 is available for TV assignment in Bakersfield. The selection would have to be made on the basis of which would cause the least interference to ch. 32 if it is ever used. Obviously this whole proposal is a delicately balanced scheme, calculated to cause the least possible disruption of the UHF TV allocation table and interference to existing stations. The only major obstacle appears to be the number of applications for new Low Power TV stations. So in the interim, the Commission will not grant a license to any LPTV station proposing operation on any of the channels tentatively identified for land mobile use in this docket. One final concept the Commission is seeking comment on is "flexible operation" by licensees of certain TV channels. Under this concept, licensees on channels 50 through 59 (686 - 746 mHz) would be allowed to provide broadcast, point-to-point or land mobile services, or a combination of these, on their channel. Channels 50 to 59 are between those proposed in this proceeding. This may sound more far-fetched than it could turn out, but then again maybe not.

Among other recent proposals is one to rewrite Parts 81 and 83, combining them into a new Part 80 governing the Marine Radio service. The present rules are divided into Land and Fixed services in Part 81 and Shipboard stations in Part 83. Much duplication exists in the two parts, not to mention the confusion in finding applicable rules. By combining the two parts and removing duplicated rules, definitions and frequency tables, the resulting Part 80 will be some 40% smaller. Proposed Subparts A through E will contain licensing, operating and technical requirements that for the most part apply to both coast and ship stations. Subpart F applies to compulsory ship equipment. Subpart G will contain separate sections for the safety watch requirements, one for ships and one for coast stations. Subpart H will contain all the frequency tables. First are the frequencies for telegraphy and facsimile, then those available for voice use. They will still have the frequencies for private use mixed with those for Public (Common Carrier) use in the same section, though, and it requires a lot of sorting out to determine which channels are for what. A Subpart governing Public Coast stations (J) contains only administrative-type rules. So the frequency tables will still be somewhat confusing, particularly those containing the H.F. frequencies. The proposed rules evidently won't contain Part 83.1001 - on, which is the simplified rules in question and answer format. This may be just as well since your average weekend boater probably either never read them or doesn't understand them anyway.

Another proposal would streamline the type acceptance procedure for radio equipment to be used in the Common Carrier, Broadcast Remote Pickup and Land Mobile services. Over the years the FCC has issued regulations in a number of services permitting "technical flexibility" (the use of other than convention emissions) in an effort to conserve spectrum or hasten the introduction of new technology. ACSB is an example. The Commission is now proposing a new "Alternative Type Acceptance" procedure for the authorization of equipment to be sold for use in the above mentioned services. The manufacturer would test the equipment to determine the interference potential to existing, conventional equipment, then send this data to the Commission for approval. Licensees would then be

able to buy and use such equipment as long as the output power, or whatever other parameter, is adjusted to meet the FCC's interference criteria. In the land mobile services, use of such equipment would only be allowed where the licensee was the only user on a channel (this would have to be above 470 mHz), unless he obtians approval of the other, existing licensees on his channel.

The Commission is instituting a proceeding to determine the extent of interference caused to aircraft navigation and communications receivers by TV and radio broadcast stations. Of primary concern are FM Broadcast stations in the 88 to 108 MHz band, adjacent to the 108 - 118 mHz navigation band. With the increase in recent years of both FM stations and the volume of aircraft, such interference has become of increasing concern. A number of options could be taken, including restrictions on the siting of new FM Broadcast stations or power limits. The main factor, suggested in earlier studies, appears to be a need to improve the performance characteristics of aircraft receivers, particularly lower price models commonly used in general aviation aircraft.

On the legislative front, a bill has been introduced that would amend the Communications Act to allow the Commission to reinstate fees for the issuance of licenses and certain services. The bill, S.B. 999, was introduced by Senators Goldwater and Hollings. Some specifics include a $2,250 application fee for a new commercial TV station. The license itself would be $150 and a renewal, $30. A construction permit for a Direct Broadcast Satellite would be $17,500! A new common carrier facility would run $200, except for a cellular system license, which would be $2750. These fees would be reviewed every two years and adjusted with the Consumer Price Index. There will evidently be no fees for the land mobile services. The bill, in fact, specifically excludes any of the Public Safety services. The bill came out of committee in late May and at press time (or as I type this) is due for a vote any day now.

FEDERAL GOV'T and ★ MILITARY ★

Send all Federal Government and Military frequencies (including those of military aircraft), radio system details, and related questions to:
Dennis Biagioli, 607 W. Pleasant Ave., Villa Park, IL 60181

Sensitive frequencies will not be published. Coast Guard material must go to the VHF Marine editor.

Hi! Darn, cool weather already? Where did the Summer go? One way to relive those fabulous vacation memories would be to go back through the notes of those frequencies you uncovered and send them along. Doesn't everyone like to see their name and efforts in print? Let's get things going with a little something to tie in with last month.

CASEY CROOKHAM (OR-054) attended the Boise Interagency Fire Cache open house in Boise, Idaho, in May. From a frequency card in a Nevada Bureau of Land Management fire truck were the following frequencies.

1) 170.025	Winnemucca	7) 171.726	Battle Mountain
2) 168.375	Repeater	8) 168.275	Repeater
3) 171.675	Nevada SOA	9) 169.400	Las Vegas, Elko
4) 168.225	Port Repeater	10) 168.525	Repeater
5) 169.775	Ely, Carson City	11) 167.950	Air Operations
6) 169.025	Repeater		

Casey notes that some BIFC radio technicians have been experimenting on some home-made VHF low band equipment on 34.45 and 34.47. One factory made radio seen was a Motorola Handie Comm MH-70 with a telescoping antenna and carrying the two above mentioned frequencies. BIFC has 4-channel scanners in the Base Camp Radio Kits that tune the four air tactical frequencies: 166.675, 169.150, 169.200 and 170.000.

CARL GUSE sent along a nationwide list of Veterans' Administration Hospitals. As it is a little long to print here, if you would like a copy of the list, please send a SASE with your request to me at the above address. If you desire just the list for a particular state, a postcard will do.

Carl has personally confirmed the following VA frequencies in the state of Wisconsin:

163.0000	Madison	KJN951	Paging
164.1750	Tomah	KLM504	Paging
164.1750	Milwaukee (Wood)	KA0493	Paging
168.0000	Madison		Security
169.6000	Tomah	KLM504	

DAN HUGHES (IL-288) found a T-38 at the O'Hare open-house in May that had the following on a frequency card. Nobody was near the aircraft to explain what base is "home".

1)	225.9		11)	292.1	272.7
2)	236.6		12)	307.2	292.1
3)	275.8		13)	291.0	
4)	363.8		14)	379.3	
5)	324.1		15)	329.0	239.3
6)	255.4		16)	294.5	
7)	389.8	276.6	17)	287.1	
8)	308.6		18)	301.5	298.2
9)	296.6	286.8	19)	371.2	
10)	286.6	344.6	20)	296.9	

STEVE JESTER (KS-011) did some research on frequencies I provided him while traveling thru St. Louis en route to Indianapolis.

St. Louis,MO, area

148.1500	Civil Air Patrol (in = 143.900)
148.5000	Air Nat'l Guard, aircraft Maintenance
163.4125	Army Engineers (in = 163.5375)
163.5375	Army Engineers (out = 163.4125)
163.5875	Air Force -- Defense Mapping Agency
164.7000	Postal Service (KEA906)
165.7625	F.A.A. airport telemetry
168.4500	Energy Dept.
168.5250	V.A., Cochran Hospital, security
168.3750	F.A.A. airport telemetry
169.6000	Postal Service (KQK880)
171.6250	Interior, r-out (Gateway Arch)
415.2000	G.S.A., Federal Protection Service, r-out

Indianapolis, IN, area

164.2000	V.A., St. Vincent's Hospital, paging
165.7625	F.A.A., airport telemetry
169.3750	F.A.A., airport telemetry
408.0250	Navy, r-out
415.2000	G.S.A., Federal Protection Service, r-out

DICK STEDMAN (MA-071) sends a frequency chart included in a "Flight Operations Manual" of a C-123 aircraft at Westover Air Force Base, MA. Westover is located in Chicopee, near Springfield. A few years ago it was a major S.A.C. base, but was phased out after Viet Nam. It is still routinely used by the 439th Tactical Airlift Wing and for

many Air Force Reserve and National Guard training operations. The C-123's in use at Westover are apparently being replaced by C-130 aircraft, and there reportedly may be some C-5's stationed there in the future.

Westfield Air Force Base
439th Tactical Airlift Wing Frequency Channelization

UHF Channelization

CHNL.	FREQ.	USE
1)	275.8	Westover Ground
2)	348.4	Westover Tower
3)	340.9	Bradley Departure
4)	358.3	Bradley Approach
5)	325.8	Bradley Approach
6)	372.8	Westover GCA
7)	297.2	Westover GCA
8)	369.2	Westover GCA
9)	251.1	Westfield Tower
10)	319.4	Airlift Command Post
11)	349.4	Airlift Command Post
12)	372.2	Pilot to Dispatcher
13)	344.6	METRO
14)	252.1	"Spur Control"
15)	340.8	Formation Intraplane
16)	297.0	Turner DZ
17)	241.0	Devens Tower
18)	257.8	Civilian Tower Common
19)	255.4	Flight Service
20)	236.6	Military Tower Common
"G"	243.0	Emergency

VHF Standard Frequencies

FREQ.	USE
126.2	Military Tower
138.5	C-123 Interplane
143.8	C-130 Interplane
121.05	Bradley App/Dep
134.1	Military Approach Control
121.5	Emergency
118.9	Westfield Tower

NEAL BERKE (CA-LA-385) sends along the list of call-signs for the Los Angeles Army Corps of Engineer sites to go along with the frequencies which he contributed that were published in our February, '83, issue.

WUK411	Sepulveda	WUK418	Carbon Canyon
WUK412	Hansen	WUK419	Santa Fe
WUK415	Whittier Narrows	WUK420	San Antonio
WUK416	Brea	WUK421	Prado
WUK417	Fullerton		

Neal would also like to know if anyone could please supply him with the frequency for Channel-4 in the Angeles National Forest? I'd be happy to forward any such information to him.

STEVE DONNELL (NH-026) offers the following loggings from the state of New Hampshire:

U.S. POSTAL SERVICE
169.000 169.375 169.825 170.125
FAA
172.900 Crash investigations
167.175 Maintenance
WHITE MOUNTAINS NAT'L FOREST
168.050 Fire Fighting Tac.
PEASE AIR FORCE BASE
311.000 (AM) Commanders' Net

We will close this month with a researched list compiled by a member who wishes to remain anonymous. He cites his source as a government publication that is used by many UHF as well as VHF-aircraft enthusiasts.

KANSAS CITY AIR ROUTE TRAFFIC CONTROL CENTER

The following frequencies are taken from the IFR - Supplement, 11 APR 1985. UHF and VHF frequencies joined by double hyphens, '--', are dedicated to the remote locations shown and appear on various enroute aeronautical charts. KC Center provides remote approach/departure control service at many smaller air-ports during off-hours using, in most cases, their standard enroute frequencies. Low altitude enroute frequencies are used from below 18,000 ft. to ground level. High altitude frequencies are used from 18,000 to 35,000 ft. Above 35,000 ft. is considered ultra high altitude.

The IFR - Supplement and VFR - Supplement can be ordered from the National Ocean Service, N/CG3313, Riverdale, MD 20737. The IFR Supplement is $27.00 for an annual subscription, $4.15 for a single issue. The VFR Supplement is $8.00 annually and $3.75 for a single issue. Together, these books are a gold mine of information for the military/civilian aviation radio fan.

UHF	VHF	CALL	LOCATION
232.2000	120.2000	EMP	EMPORIA, KS, KC CENTER LOW ALTITUDE
243.0000	121.5000	ZKC	KANSAS CITY, MO, KC CENTER EMERGENCY
243.0000	121.5000	OJC	OLATHE, KS, KC CENTER EMERGENCY
251.1000	--127.9000	STJ	ST. JOSEPH, MO, KC CENTER LOW ALTITUDE
257.0000	133.2000	ANY	ANTHONY, KS, KC CENTER HIGH ALTITUDE
263.1000		ANY	ANTHONY, KS, KC CENTER LOW ALTITUDE
269.2000	--125.3000	EMP	EMPORIA, KS, KC CENTER LOW ALTITUDE
269.3000	135.0000	IRK	KIRKSVILLE, MO, KC CENTER HIGH ALTITUDE
269.4000	--125.2000	GCK	GARDEN CITY, KS, KC CENTER LOW ALTITUDE
269.4000	--127.5000	SGF	SPRINGFIELD, MO, KC CENTER LOW ALTITUDE
269.5000	135.9000	HUT	HUTCHINSON, KS, KC CENTER ULTRA HI ALTITUDE
269.5000	--125.3000	MWA	MARION, IL, KC CENTER LOW ALTITUDE
269.6000	--121.2500		ST. CHARLES, MO, KC CENTER LOW ALTITUDE
273.6000	134.3000	HUT	HUTCHINSON, KS, KC CENTER HIGH ALTITUDE
277.4000	135.1750	SGF	SPRINGFIELD, MO, KC CENTER ULTRA HIGH ALT.
279.5000	134.7000	TOP	TOPEKA, KS, KC CENTER HIGH ALTITUDE
279.6000	133.4750	COU	COLUMBIA, MO, KC CENTER HIGH ALTITUDE
281.4000	133.4500	GCK	GARDEN CITY, KS, KC CENTER HIGH ALTITUDE
281.5000	132.1000	DEC	DECATUR, IL, KC CENTER LOW ALTITUDE
285.4000	132.2500	EMP	EMPORIA, KS, KC CENTER HIGH ALTITUDE
285.6000	--119.6500	DMO	SEDALIA, MO, KC CENTER LOW ALTITUDE
290.2000	120.5000	TOP	TOPEKA, KS, KC CENTER LOW ALTITUDE
290.4000	--135.0500		EFFINGHAM, IL, KC CENTER HIGH ALTITUDE
290.5000	132.9000	SGF	SPRINGFIELD, MO, KC CENTER HIGH ALTITUDE
290.7000	133.7250	UIN	QUINCY, IL, KC CENTER ULTRA HIGH ALTITUDE
290.8000	--134.0000	LBL	LIBERAL, KS, KC CENTER LOW ALTITUDE
291.7000	--128.4000	FAM	FARMINGTON, MO, KC CENTER LOW ALTITUDE
291.7000	--128.3000	OKE	OKLAHOMA CITY, KC CENTER LOW ALTITUDE
299.2000	--118.4000	COU	COLUMBIA, MO, KC CENTER LOW ALTITUDE
307.8000	132.6500	FAM	FARMINGTON, MO, KC CENTER HIGH ALTITUDE
307.8000			NATOMA, KS, KC CENTER HIGH ALTITUDE
317.5000	--133.8000		RICHLAND, MO, KC CENTER LOW ALTITUDE
317.6000		PNC	PONCA CITY, OK, KC CENTER HIGH ALTITUDE
317.7000	--127.7000	MVN	MOUNT VERNON, IL, KC CENTER LOW ALTITUDE
319.0000		FAM	FARMINGTON, MO, KC CENTER ULTRA HI ALTITUDE
319.9000	--133.1500	UIN	QUINCY, IL, KC CENTER LOW ALTITUDE
322.4000	--124.4000		NATOMA, KS, KC CENTER LOW ALTITUDE
323.1000	125.9000		ST. CHARLES, MO, KC CENTER LOW ALTITUDE
324.1000		GAG	GAGE, OK, KC CENTER HIGH ALTITUDE
327.0000	--125.5500	BUM	BUTLER, MO, KC CENTER LOW ALTITUDE
327.1000	133.4000		ST. CHARLES, MO. KC CENTER LOW ALTITUDE
335.6000	--124.3000	DEC	DECATUR, IL, KC CENTER LOW ALTITUDE
338.2000	--135.3250	VLA	VANDALIA, IL, KC CENTER HIGH ALTITUDE
343.7000	--123.8000	TOP	TOPEKA, KS, KC CENTER LOW ALTITUDE
343.9000	--128.6000		EDNA, KS, KC CENTER LOW ALTITUDE
344.8000	--118.3500	ANY	ANTHONY, KS, KC CENTER LOW ALTITUDE
346.4000	133.2250		EFFINGHAM, IL, KC CENTER HIGH ALTITUDE

UHF	VHF	CALL	LOCATION
350.2000	134.5000	COU	COLUMBIA, MO, KC CENTER LOW ALTITUDE
350.2000	134.5000	COU	COLUMBIA, MO, KC CENTER HIGH ALTITUDE
351.9000	128.1000	STL	ST. LOUIS, MO, KC CENTER LOW ALTITUDE
352.0000	135.3000	OJC	OLATHE, KS, KC CENTER HIGH ALTITUDE
352.0000	135.3000	ZKC	KANSAS CITY, MO, KC CENTER HIGH ALTITUDE
352.0000		ZKC	KANSAS CITY, MO, KC CENTER LOW ALTITUDE
353.7000	124.1000		RICHLAND, MO, KC CENTER LOW ALTITUDE
353.9000		HUT	HUTCHINSON, KS, KC CENTER HIGH ALTITUDE
354.1000--128.8000		TUL	TULSA, OK, KC CENTER LOW ALTITUDE
360.3000	118.8000	HUT	HUTCHINSON MUNI, KS, KC CENTER APP CNTRL
360.8000--118.8000		HUT	HUTCHINSON, KS, KC CENTER LOW ALTITUDE
363.0000	120.5000	TOP	PHILLIP BILLARD MUNI, KS, KC CENTER DEP.
363.2000--134.9000		SLN	SALINA, KS, KC CENTER LOW ALTITUDE
369.9000			EDNA, KS, KC CENTER HIGH ALTITUDE
369.9000		IRK	KIRKSVILLE, MO, KC CENTER HIGH ALTITUDE
369.9000		STL	ST. LOUIS, MO, KC CENTER HIGH ALTITUDE
369.9000		TOP	TOPEKA, KS, KC CENTER HIGH ALTITUDE
370.9000--132.6000		IRK	KIRKSVILLE, MO, KC CENTER LOW ALTITUDE
371.9000	135.5500	TUL	TULSA, OK, KC CENTER HIGH ALTITUDE
379.2000	126.9500	GAG	GAGE, OK, KC CENTER LOW ALTITUDE
379.2000		GAG	GAGE, OF, KC CENTER HIGH ALTITUDE
380.2000--127.8000		PNC	PONCA CITY, OK, KC CENTER LOW ALTITUDE
380.2000--125.5000		STL	ST. LOUIS, MO, KC CENTER LOW ALTITUDE
381.5000--125.2500		CHI	CHILLICOTHE, MO, KC CENTER LOW ALTITUDE
388.8000--127.3500		MHK	MANHATTAN, KS, KC CENTER LOW ALTITUDE
387.1000		GCK	GARDEN CITY, KS, KC CENTER ULTRA HIGH ALT.

Our thanks to those who contributed this month. If the "NEWSLETTER" is working, it is due to the efforts of these active members. Why don't you join them and give something back to those who supply you reading material every month? Until next month---

International

This column is for reporting two-way communications frequencies above 30 MHz, radio system details, monitoring experiences, and any other information relating to monitoring in countries other than the United States and Canada. Send to: Rickey Stein, 456 Barrymore Place, North Brunswick, NJ 08902.

Let's continue with more of Spence Bahner (WA-026)'s report on the U.K.

Bath England Area:

139.120	Gas company
146.050	Police- voice/carrier/tone
146.120	telemetry/carrier
146.130	telemetry/carrier
146.350	Police- voice/carrier/tone
146.440	Police- voice/carrier
146.480	Beeping link/voice
146.515	carrier
146.550	carrier/tone
147.515	carrier
147.845	carrier
147.970	carrier
147.980	carrier
153.125	Digital paging
154.380	weak voice
154.800	Police- 'beeping link'/voice
161.380	voice
163.380	Repeater- voice
163.400	telemetry

164.510 Repeater- tone signalling and voice traffic
164.600 (R)- base is 'Service'/ Repair or construction
165.870 AM Dispatch
166.500 dispatch
166.790 (R)- FM- very low deviation FM
452.700 FM Repeater- unk

He also writes:

'it appears that the 146-148 MHz. is used in the largest cities for police two-way, while in rural areas, this range is used to link 102-104 MHz. repeaters. (This has been mostly confirmed by a native monitor, Ed.)

These repeaters have inputs either in the same 102-104 range or at 138-144 MHz. The Bath Police HQ had quite a few antennas on its roof, including mid-VHF, High-VHF and UHF.

I spent two nights in the 'huge' town of Buckland-Dinham (pop. c. 200) which is 20 miles S.E. of Bath. Quite a few repeaters were heard on the top half of the FM broadcast band. I wasn't able to interpolate the frequencies, but most outputs lay between 102-103 MHz. 146.900 (R) was simulcast with a repeater near 102 MHz. The following frequencies were also noted:

147.060 Police
146.320 (R) Police-paired with 146.900
146.880 (R) Police

These are most likely the County Constabulatories in Devon.

Misc.

I also spent a week in Paris but was unable to take a scanner. The following ranges were determined however.

S.N.C.F.- French Railways: VHF High

Sea-link Cross Channel Ferries and Buses used 450MHz. MT-700's and French made radios.

Paris Police used UHF Motorola MX-300's and G.E. P.E.'s

Paris Medical Aid uses VHF high- Motorola MCX-100 mobiles.

Motorola equipment was very much in evidence in France vs. England where Pye and Storno (European General Electric) were most common.

Canterbury Police 102-108 or 146-147 MHz
Canterbury Taxi 160 MHz. Pye mobile

Everywhere in England, one sees scanners, but the ads all say "for listening to Marine, Ham, and Aircraft" but NEVER police or fire. While it doesn't seem to be against the law, no one talks about police monitoring. Paranoia over IRA terrorism is certainly a part of this reticence, especially in London. I did speak with a scanner buff in one radio shop who was willing to talk a bit, and while I didn't get specifics at that time, I do intend to correspond.

Please note that the band from 174-220 MHz. will be used for Land Mobile in England starting in 1985. TV broadcasters, both public and commercial, have moved to UHF. Ducting will no doubt cause interference from the continental broadcasters remaining on VHF'.

Spence- thank you very much. Again I will repeat that any information that is received and noted is valuable in putting together a picture of transmissions in a given area. You will all notice

that a number of the loggings/reports appear to be sketchy or incomplete as they stand here by themselves. BUT- and this is a big but- when put together with other such loggings, an overall pattern slowly begins to emerge. I can vouch for this because I have begun to put together all these little bits of information sent to me over the past 3-4 years and I can see a pattern forming. I've spent the past two weeks putting all of this U.K. info into a data base program- and suddenly we are producing a list that has body and substance. I can't begin to stress again the importance of supporting the individual columns in this Newsletter. This is your club and your Newsletter. The column editors can not do it by themselves. We each need your help. I will again ask the membership- where are all those fragmentary reports from you guys and gals who have taken vacations in Mexico, in the Caribbean and in Europe. I don't receive very many-but I know that some of you are going. I can't relate to you the joy in being able to turn the computer on, tell it to search out and then print the listings for Bath England, and then sit back and watch the printer go to work. I wish that I could do that with all of the areas that I get requests from the membership for listings- but I don't have the information. We could set up a very nice data-bank, and I would be happy to supply it to any member simply for the cost of a SASE. But that takes your cooperation. Enough sermon for this month. Get yourselves in gear and get me some info!

I have some very interesting reports coming up over the next few months. Keep your eyes here. Till next month....

Marketplace

Gary M. Darcy, Editor

Members may advertise, free of charge, items wanted, items for sale, and items for trade that are associated with the hobby of monitor/utility radio listening. No dealer ads will be accepted for this column. RCMA assumes no responsibility for the outcome of any transactions between members resulting from ads printed in this column. Send to:
RCMA MARKETPLACE, c/o Gary M. Darcy, P.O. Box 1329, Palmdale, CA 93550.

Please be sure to include your membership number.

All Marketplace ads will be accepted ONLY on special forms available from this column's editor. Send a self-addressed STAMPED envelope (business size) to the address above to receive a supply of forms. Foreign members do not need to include postage on envelopes they send.

NO MATERIAL RECEIVED FOR THIS MONTH'S COLUMN.

Come on. Certainly there must be something in that radio shack of yours that you are not using that someone out there might be willing to purchase from you. Maybe there is a piece of equipment that you are looking for. This is the column to make your desires known.

So, if you have an item that you would like to sell or trade, or an item you're trying to locate, then advertise. This is the column.

Send your name, mailing address, and a twenty-two cent stamp and you will be sent some forms. Need more forms, then include extra stamps. Foreign members need not send postage, just your name and mailing address.

REMEMBER TO INCLUDE YOUR MEMBERSHIP NUMBER IN ALL CORRESPONDENCE TO ME.

Thanks.

Public Safety

This column is for reporting Public Safety and Special Emergency frequency information, radio system details, radio codes, dispatch areas, unit numbering systems, etc. for police; sheriff, fire, forestry (except USFS), fish and game, highway patrol, state police, prisons, prisoner work camps, local government, highway & street maintenance, port authority/bridge maintenance, animal control, ambulances, paramedics, hospitals, life guards, ski patrol, search & rescue, flood control, civil defense and disaster organizations. Input and questions for this column must be sent to the proper regional Public Safety editor listed below.

Associated Public-Safety Communications Officers, Inc.

OFFICIAL TEN SIGNAL LIST

APCO states the numbering, sequence, words or word phrasing of the below listed signals may not be altered, nor may the reserved signals be otherwise implemented except by APCO. Any user may employ signal numbers upward, beginning with 10-40, as needed for local dispatching. RCMA publishes this listing in support of APCO and their uniform dispatch code efforts. We will print other dispatch codes, different from the OFFICIAL APCO listing, only to assist our membership in their continued monitoring hobby. It is hoped you find this listing useful.

10-1	Signal weak	10-19	(In) contact
10-2	Signal good	10-20	Location
10-3	Stop transmitting	10-21	Call ( ) by phone
10-4	Affirmative (OK)	10-22	Disregard
10-5	Relay (to)	10-23	Arrived at scene
10-6	Busy	10-24	Assignment completed
10-7	Out of service	10-25	Report to (Meet)
10-8	In service	10-26	Estimated time of arrival
10-9	Say again	10-27	License/Permit Information
10-10	Negative	10-28	Ownership Information
10-11	( ) on duty	10-29	Records check
10-12	Stand by (stop)	10-30	Danger/Caution
10-13	Existing conditions	10-31	Pick up
10-14	Message/Information	10-32	( ) units needed (Specify)
10-15	Message delivered	10-33	Help me quick
10-16	Reply to message	10-34	Time
10-17	Enroute	10-35 through 10-39 are reserved for future assignment by APCO. User option 10-40 upward.	
10-18	Urgent		

PUBLIC SAFETY — NORTH EAST:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — New England states, New York, Pennsylvania, New Jersey, Maryland, Delaware, and District of Columbia:

Richard Barnett, P.O. Box 428, Newton Highlands, MA 02161.

NEW YORK

From Sol (NY-209): New York City Transit Authority Frequencies

Transit Police	Base	Mobile
Manhattan	160.905	151.340
Bronx	160.500	151.190
Queens	160.965	151.145
Brooklyn	160.305	151.310
Common Portables	160.305	160.305
Patrol Cars (RMPs)	160.695	160.695
Subway Operations		
A Division (IRT)	161.190	158.880
B1 Division (BMT)	161.505	158.775
B2 Division (IND)	161.565	158.805

System Operations

470.3875 -This includes Power, Car Maintenance (subway cars), Stations Supervisory Personnel, Manhattan Bus Operations, etc.

Subway Yards

B1 and B2 Divisions	160.845	160.845

Maintenance of Way

	156.105	156.105

The 151MHz frequencies were formerly used by the NYC Police, 160.305 is now used as the common TA (Transit Authority) Police frequency for foot patrols within the system. 160.695 is being used for Transit Patrol Cars and top level personnel. 158.880 is at present the IRT simplex while 161.565 is being used by IND/BMT. The IRT Flushing line uses 161.565 and under the new set-up will use the B1 frequency. 158.775 and 158.805 were formerly used by bus operations in Queens and in the Bronx. TA has released some of the 30/31MHz low-band and are using some VHF 160/161MHz as well as 470MHz for bus operations/data. At this time my information is not fully updated or verified.

NEW YORK CITY TRAFFIC BUREAU (Transportation Department): Radio Code

10-01	Call your office
10-02	Return to your office
10-03	Call_____by telephone
10-04	Acknowledgement
10-05	Repeat your message
10-06	Standby
10-07	Radio Test
10-08	What's your location?
10-15	Verify if stolen (Plate/VIN)
10-16	Vehicle is stolen (dispatcher to notify police)
10-17	Vehicle not reported stolen
10-50	EMERGENCY Transmission
10-51	Request for Traffic Dept. repair (specify condition)
10-52	Request Emergency service (specify agency/condition)
10-53	Street/Highway accident
10-54	Ambulance requested (reason)
10-56	Ambulance MAY be needed
10-57	Second request for ambulance
10-59	Alarm of fire (Request NYFD) (specify type/location)
10-60	In service
10-61	Out of service (location)
10-65	Utility trouble (spec. condition)
10-67	Traffic condition - request tow
10-85	Need additional unit
10-88	Arrived at scene
10-89	Other assignment status
10-90	Condition unfounded
10-91	Condition corrected -resume norm
10-92	Summons issued/vehicle released
10-96	Gone on arrival of this unit
10-97	Job handled by other unit
10-98	Resuming normal patrol
10-99	Other final disposition
"K"	Denotes "OVER" -end of transmission

(Special thanks also to Ginny Slick for passing this information along.)

From Arthur (NY-022):

New Paltz, NY Police -- KFR639

153.800 Dispatch --Police/ Fire/ Rescue Squad

155.805 F1 Police

New Paltz Rescue Squad -- WZX447

155.220 Base to ambulance/ ambulance to base

New Paltz Highway Department -- KJK623

154.040

Kingston, New York has changed frequencies.

Kingston City Fire Department -- KEF383

154.235 F1 Dispatch
154.430 F2

(Notes: New Paltz fire trucks use Ulster County fire frequencies. New Paltz Police are also equipped with State Police and New York State Conservation frequencies.)

By Lohr McKinstry (PA-178)

NEW YORK STATE POLICE

Frequency Assignments

Base	Mobile	Troop	Headquarters	Area
155.505	155.535	A	Batavia	West
154.905	155.595	B	Ray Brook	North
155.655	154.950	C	Sidney	South Central
155.505	154.920	D	Oneida	Northwest
154.905	154.770	E	Canandaigua	Southwest
155.535	154.935	F	Middletown	South
155.445	154.680	G	Loundonville	North Central
155.505	155.520	K	Poughkeepsie	South
155.505	155.520	L	Islip Terrace(Long Island)	Southeast

Channelization Plan(Statewide)

Channel	Frequency	Usage
1	From Above	Troop Dispatch
2	154.665	Car-To-Car
3	154.695	State(Emergencies/Bulletins)
4	155.565	Bureau of Criminal Investigation(BCI)
5	155.370	MRD(Mobile Radio Dispatch)Statewide Interagency
6	Troop Option	Tactical(Surveillance/BCI)
7	155.475	Nationwide Police Emergency
8	155.625	Data

(Channel 6 is low-power, with very limited use. Troop B: 154.815
Troop D: 155.520
Troop G: 154.845
Others: 155.070)

In 1985 the New York State Police plan to go to a statewide repeater system. Troop E has already been used as part of a pilot program for the new system. Portables can utilize vehicular repeaters, with 159.150 as input, repeating 154.695(F-3)from the car. Some of the busier troops are using F-8, the Data Channel, extensively, while others are not using it at all. In some cases the data is requested on F-8 and transmitted back to the car on F-4. This is usually for sensitive information. Radios in use are 10-channel GEs with scan capability. The state is phasing in dark blue Plymouths with a gold side-stripe for 1985. All marked vehicles have the radio dispatch number as the license plate number.

There is also a tenth troop, Troop H, which is the headquarters troop in Albany. Units identify with the letter "H" and a number. H-1 is the state police commissioner. Troop H uses the state channel, 154.695, for most communications. Troop H units are mostly statewide communications, administration, crime lab, etc. (Troop T, the State Thruway troop, uses UHF frequencies, and would be the eleventh troop.)

Special identifiers were listed in the March 1985 RCMA issue, along with the system used for unit numbering for the NYSP. Some new ones, however, are:

M(Mary) - NYSP Major Crimes Unit
P(Paul) - State Park Police(7 prefix)

Special troopwide units use only the troop letter and a number as an identifier. For example, B-1 would be the major commanding Troop B.

SCANNING D.C. & MARYLAND

Eric M. Schneider / 234 North Washington Street / Rockville, Maryland 20850

It has been well over a year since this sub-column has been included in Public Safety Northeast. There are two reasons for its omissions: First, my schedule has been hectic allowing little time to edit a column, and Secondly (and most importantly) there has been little or no input both while the column ran and since. In fact the only contributions which have been received are from Joe (MD-015) who is a regular source for

most editors of the newsletter. As good as his information is, I do not believe it in the best interests of the RCMA to continue a column where only one member contributes. As such, I have suggested to Richard that this be the final sub-column unless others start sending in materials.

As I said, Joe (MD-015) has sent me several pieces of information over the past several months. Some of the materials have been printed in previous columns, however it may bear repeating. He indicates that the Maryland National Capital Park and Planning Commission - Prince George's County, Maryland Division operate on a four channel system:

159.315R F1:Primary Dispatch - Police
159.315M F2:Car to Car - Police
158.940 F3:Prince George's County Civil Defense Network
159.390 F4:Park Maintenance

Unit identification is as follows:

500-519	Administration	520-529	Investigators
530-539	Midnight Shift	540-549	Day Shift
550-559	Evening Shift	580-589	Horse Mounted
590-599	Motorcycles		

The last number of patrol cars indicates their beat:

xx1	NW of B&W Pkwy	xx2	B&W Pkwy to Central Ave.
xx3	Central Ave to Branch Ave	xx4	South of Branch Ave.

Joe's other materials relate to the Prince George's County Maryland Fire Department. He has sent along a full station assignment listing. Stations Numbered 1-14 and 17-48 are county fire stations which have been listed on several occasions in the past. The other "company" numbérs relate either to associated county or municipal services, or to adjacent county stations which respond under a mutual aid pact.

Co 15 Fire Prevention Bureau
Co 16 Fire-Rescue Communications Division
Co 49 Laurel Rescue Squad
Co 55 Volunteer Firemans Association
Co 56 Underwater Rescue Team
Co 57 Fire Commission
Co 60 Technical Support / Staff Personnel

Unit Identification

601-05	Fire Chiefs
606-10	Deputy Chiefs: Special Operations
6011-15	Deputy Chiefs: Field Operations
6016-25	Bureau Chiefs: Fire Suppression
6026-30	Bureau Chiefs: Support Services
6040	Bureau Chief: Special Operations
6050	Protestant Chaplain
6051	Catholic Chaplain
6052	County Attorney
6053	Special Details Chief

Co 61 Administrative Services
Co 62 Support Services: Apparatus Maintenance Division
Co 63 Emergency Medical Services Division
Co 64 Support Services: Logistics Division
Co 65 Support Services: Training Division
Co 69 Harry Diamond Laboratory

Mutual Aid Stations

Co 70 Howard Co 6
Co 71 Howard Co 7
Co 72 Naval Ordinance Labratory
Co 73 Fairfax Co 11
Co 74 Andrews Air Force Base
Co 75 Anne Arundel Co 3
Co 76 Anne Arundel Co 5
Co 77 Anne Arundel Co 7
Co 78 Anne Arundel Co 27
Co 79 Cheltenham Naval Station
Co 80 Charles Co 1
Co 81 Charles Co 2
Co 82 Charles Co 3
Co 83 Charles Co 5
Co 84 Charles Co 7
Co 85 Charles Co 8
Co 86 Charles Co 9
Co 87 Charles Co 11
Co 90 Montgomery Co 1
Co 91 Montgomery Co 2
Co 92 Montgomery Co 12
Co 93 Montgomery Co 15
Co 94 Montgomery Co 16
Co 95 Montgomery Co 19
Co 96 Montgomery Co 24

Well, that's all there is this month. Thanks again to Joe for his regular correspondence and contributions. I realize that with the advent of various new books on the market which provide detailed information on various areas, members are less apt to send in their notes. (I might note that both Scanner America and Scanner Master's Metro DC/Baltimore Guide have excellent information for this area.) However, as I noted earlier, this will be the last sub-column unless I start receiving materials. Until next month(?)...

PUBLIC SAFETY — NORTH CENTRAL:

Send Public Safety and Special Emergency frequencies, radio system details and questions as follows - Iowa, Kansas, Missouri, Nebraska, N. Dakota, South Dakota, and Minnesota:

Rudy Brockmueller, RR 2, Box 50, Freeman, SD 57029

September is very likely the favorite month for most farmers. The days are still warm and the nights are cool. Harvest is only weeks away and there is little that nature can do to harm the crop (except perhaps an early frost). Most of us are in some way affected by the beginning of school. That always reminds me that winter can not be very far away. Somehow we are never ready for winter when it gets here.

Now is the time to get those frequencies in for the long winter evenings of monitoring. Have you heard of any changes of frequencies in your area? Have you noticed any changes in communications equipment? New tower? New radio in patrol car? Watch your local newspaper for reports of the proceedings of your city or county commission. Budget requests are a good area to watch when anticipating a change in radio systems.

Since there have been no letters from any of you, I will have to rely on my weak attempt at compiling an index of past newsletters. Last month I listed the Iowa index. This month I will list the rest of the states in the north central area.

*KANSAS-

December 1979	Various state frequencies
October 1980	Johnson County
January 1981	Johnson County update
June 1981	Kansas City area frequencies
November 1981	Johnson County signals & codes, Lenexa, Overland Park
December 1981	KHP weather signals
September 1982	KHP, codes & signals, Kansas City PD, etc.
October 1982	Shawnee, Prairie Village, Bonner Spring
November 1982	KHP divisions
December 1982	Kansas DOT
February 1983	Division one and nine-KHP
April 1983	Johnson County fire and rescue
May 1983	Northeast Kansas and misc.
June 1983	Division five-KHP and Overland Park freqs.
July 1983	Division two-KHP
August 1983	Division three and six-KHP
September 1983	Division four-KHP
October 1983	Olathe and Lenexa frequencies
December 1983	Few state frequencies
January 1984	Kansas City Fire Dept.
March 1984	Overview of Highway Patrol
July 1984	Wichita area frequencies
December 1984	Concordia and Hays-Ellis County area
January 1985	EMS for Wichita & Sedgewick County update
February 1985	Wichita area frequencies and codes
July 1985	Kansas Sheriff's low band system

SEE PAGE 12 OF THE NEWSLETTER FOR INFORMATION ON ORDERING BACK ISSUES OF THE NEWSLETTER. HOPEFULLY THIS INDEX WILL HELP YOU DECIDE WHICH ONES WILL HELP YOU THE MOST.

*MINNESOTA-

August 1979	State and Twin Cities frequencies
September 1981	Hennepin County Sheriff and Fire
February 1982	Twin Cities, Southern Minnesota, Mower County, and Austin
April 1982	Minnesota State Patrol, good info
May 1982	10-codes and various maps
December 1982	Minnesota DOT
March 1983	Hennepin County Sheriff, etc, extensive listing
April 1983	Minnesota State Patrol
May 1983	Minnesota Dept. of Natural Resources
July 1983	Ramsey County, various info
November 1983	Extensive listing of frequencies for total state
December 1983	Various Frequencies for Twin Cities
January 1984	State universities and Minneapolis police
March 1984	Summary of Highway Patrol
March 1985	Statewide frequencies by city & county
May 1985	Hennepin County, Ramsey County, plus various state & county frequencies in Twin Cities area

*MISSOURI-

May 1979	St. Louis County area
August 1979	MHP & St. Charles County, other misc freqs.
September 1979	Common 10-codes, misc. frequencies
Feb.-Mar. 1980	St. Louis Police, Extensive report
April 1980	St. Louis disposition codes
May 1980	State Patrol Radio
June 1980	Conservation Radio
November 1980	Hannibal & Marion County
December 1980	Missouri State Hwy. Commission Radio System
March 1981	St. Louis Fire Dept., Extensive info
June 1981	Kansas City area Frequencies, St. Louis Hospital, extensive info
August 1981	Northwest Missouri area
October 1981	MHP repeater frequencies
December 1981	Short misc. state info
January 1982	Manhunt in Southwest Missouri
March 1982	State Patrol, St. Louis County WARN
May 1982	St. Louis County, Jefferson City, St. Joe areas
December 1982	Missouri State Highway Commission
February 1983	Southwest Missouri
April 1983	Ozark County, Springfield, St. Joseph, NW MO
June 1983	St. Louis Parks and Recreation
July 1983	St. Louis Digital Codes & disposition codes
December 1983	Southwest Missouri and Kansas City ambulances
January 1984	Kansas City Fire Dept.
March 1984	Summary of Highway Patrol
November 1984	Statewide sheriff's net and mutual aid
January 1985	State Emergency Management Office
February 1985	St. Louis County codes & Highway Patrol low band
July 1985	St. Louis PD report

*NEBRASKA

September 1982	Omaha Police
October 1982	State Patrol, other state freqs., Lincoln
February 1983	Omaha frequencies & district map
June 1983	Nebraska Dept. of Roads
September 1983	Omaha area frequencies
March 1984	Short summary of Highway Patrol

*NORTH DAKOTA

August 1979	Highway Patrol & statewide frequencies
June 1983	Department of Highways
October 1984	State Conservation & repeater map
March 1984	Brief summary of Highway Patrol

*SOUTH DAKOTA

October 1981	Southeast South Dakota frequencies
July 1983	Various State & Sioux Falls frequencies
March 1984	Short summary of Highway Patrol
September 1984	Short listing of SE South Dakota frequencies
June 1985	Storm topples state radio tower
July 1985	State Radio update

PUBLIC SAFETY — GREAT LAKES:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Illinois, Indiana, Wisconsin, Michigan, Kentucky, and Ohio:

Jack Waterman, 466 Kings Way, Mundelein, IL 60060

HI! Public Safety/Great Lakes is back, with the September, 1985 edition. Sorry I missed you last month. The fault was mine this time, not Uncle Sam's: I simply did not have time to get the column done for August, with vacation preparations, end of the school year, etc.

Support by way of member input to the Column is back up again. I knew I could count on you! I owe many people a reply as of today (early July). I sincerely hope you've gotten some word from me by now. I'm hoping that by this time things will have slowed down a bit and I can return to devoting the time to the Column that it, and you, deserve.

--

INDIANA DEPARTMRNT OF HIGHWAYS - The following article was prepared and submitted by "Indiana's Senior RCMA Member," **DAVE [IN-002]**. You're familiar with his contributions from past articles on the Indiana State Police, so you know his info is reliable. There's also a map showing district boundaries, which are discussed in the article. It was a photocopy as received, so I'm hoping **CAROL** can get it to reproduce successfully. Here's the data:

INDIANA DEPARTMENT OF HIGHWAYS

THE INDIANA DEPARTMENT OF HIGHWAYS IS THE DEPARTMENT RESPONSIBLE FOR MAINTAINING ALL INTERSTATE HIGHWAYS AND MAJOR ROADWAYS IN INDIANA. THERE ARE APPROXIMATELY 29,000 LANE MILES OF ROADWAY IN THE STATE.

IN ORDER TO ADEQUATELY MAINTAIN THESE ROADWAYS, THE IDOH UTILIZES 1100 TRUCKS AND SNOW PLOWS LOCATED THROUGHOUT THE STATE TO KEEP THE ROADWAYS OPEN YEAR-ROUND. THIS AVERAGES OUT TO EACH TRUCK OR PLOW BEING RESPONSIBLE FOR 26 LANE MILES OF ROADWAY.

INCLUDED IN THE MOTOR POOL OF THE IDOH ARE TANDAM AXLE TRUCKS EQUIPPED WITH SNOW BLADES AND SPREADER BEDS FOR SNOW AND ICE REMOVAL DURING THE WINTER SEASON. MOST OF THESE VEHICLES ARE EQUIPPED WITH TWO FREQUENCY LOW BAND RADIOS FOR COMMUNICATIONS WITH BASE STATIONS AND OTHER MOBILE UNITS. GENERAL ELECTRIC AND MOTOROLA TWO FREQUENCY RADIOS WITHOUT SCAN FEATURE ARE PRESENTLY BEING USED. A PL TONE SYSTEM IS INCORPORATED INTO THE RADIO SYSTEM. MOBILE UNITS USE QUARTER WAVE WHIP TYPE ANTENNAES.

THE IDOH IS DIVIDED INTO SIX DISTRICTS WHICH COVER THE ENTIRE STATE. DISTRICT OFFICES ARE LOCATED AT CRAWFORDSVILLE, FORT WAYNE, GREENFIELD, LAPORTE, SEYMOUR, AND VINCENNES.

EACH OF THESE DISTRICTS IS FURTHER DIVIDED INTO FIVE OR SIX SUB-DISTRICTS. THE SUB-DISTRICT OFFICE IS RESPONSIBLE FOR MAINTAINING THOSE ROADWAYS LOCATED WITHIN THEIR SUB-DISTRICT BOUNDARIES. THE SUB-DISTRICT IS FURTHER DIVIDED INTO VARIOUS "UNITS". IDOH VEHICLES AND SUPPLIES OF SALT, SAND, AND OTHER CHEMICALS ARE MAINTAINED AT EACH UNIT BUILDING.

IDOH DISTRICT OFFICES ARE SUPERVISED BY A DISTRICT ENGINEER. SUB-DISTRICT OFFICES ARE SUPERVISED BY A SUPERINTENDENT. A UNIT FOREMAN IS RESPONSIBLE FOR EACH INDIVIDUAL UNIT.

AT SET INTERVALS THROUGHOUT THE DAY, THE DISTRICT OFFICE WILL CONTACT EACH SUB-DISTRICT BY RADIO AND REQUEST THEIR ROAD AND WEATHER CONDITIONS. A SPECIAL CODE SYSTEM IS USED TO DESCRIBE ROAD AND WEATHER CONDITIONS...

ROAD CODES		WEATHER CODES	
1. DRY	6. PACKED SNOW	A. CLEAR	F. SLEET
2. WET	7. ICE	B. OVERCAST	G. FOG
3. SLUSHY	8. DRIFTING SNOW	C. RAIN	H. HIGH WIND
4. SLICK IN SPOTS	9. PLOWS & SALT TRUCKS ARE OUT...	D. LT. SNOW	
5. LOOSE SNOW		E. HEAVY SNOW	

THE INDIANA DEPARTMENT OF HIGHWAYS HAS A CONTRACT WITH A PRIVATE METEOROLOGICAL CORPORATION TO PROVIDE DAILY WEATHER FORECASTS AND SPECIAL "SNOW-ICE STORM WARNINGS" DURING THE WINTER MONTHS WHEN INCLEMENT WEATHER IS EXPECTED. THESE REPORTS ARE TELEPHONED INTO THE DISTRICT OFFICES AND THEN DISPATCHED OVER RADIO FOR THE SUB-DISTRICTS TO COPY AND REBROADCAST THEM OVER THEIR ASSIGNED RADIO CHANNEL. A SPECIAL FORM IS USED BY SUB-DISTRICT PERSONNEL WHEN RECEIVING THESE REPORTS AS THEY ARE BROADCAST IN A "CODED FORMAT".

DURING WINTER MONTHS, ALL DISTRICT AND SUB-DISTRICT OFFICES ARE MANNED ON A 24 HOUR BASIS AND A "PATROLMAN" MAY BE ASSIGNED TO DRIVE THE SUB-DISTRICT ROADWAYS IF SEVERE WINTER WEATHER IS ANTICIPATED. IF AND WHEN INCLEMENT WEATHER IS OBSERVED BY THE "PATROLMAN", HE MAY REQUEST THE DISPATCHER TO CALL OUT SUFFICIENT MANPOWER TO HANDLE THE SITUATION. DURING SUMMER MONTHS, ONLY DISTRICT OFFICES ARE MANNED 24 HOURS A DAY. THE DISTRICT OFFICE IS RESPONSIBLE FOR REPAIR OF ALL TRAFFIC SIGNALS WITHIN THE DISTRICT. SHOULD A PROBLEM WITH A TRAFFIC SIGNAL BE REPORTED, THE DISTRICT OFFICE DISPATCHER WILL DISPATCH A SIGNAL REPAIRMAN TO THE LOCATION.

INDIANA DEPARTMENT OF HIGHWAYS DISTRICTS AND SUB-DISTRICTS

F1-47.360 MHZ F2-47.280 MHZ

CRAWFORDSVILLE DISTRICT	(610)	F2	KNIA580
TERRE HAUTE	(611)	F2	KEM685
CRAWFORDSVILLE	(612)	F2	KNIA580
FOWLER	(613)	F2	KEM691
FRANKFORT	(614)	F1	KFK672
GREENCASTLE	(615)	F1	KFK675
VEEDERSBURG	(616)	F1	KFI612
FORT WAYNE DISTRICT	(620)	F2	KBU405
WARSAW	(621)	F1	KFK671
GOSHEN	(622)	F2	KEM683
FORT WAYNE	(623)	F2	KBU405
ANGOLA	(624)	F1	KFI608
WABASH	(625)	F2	KEM684
BLUFFTON	(626)	F1	KFK670

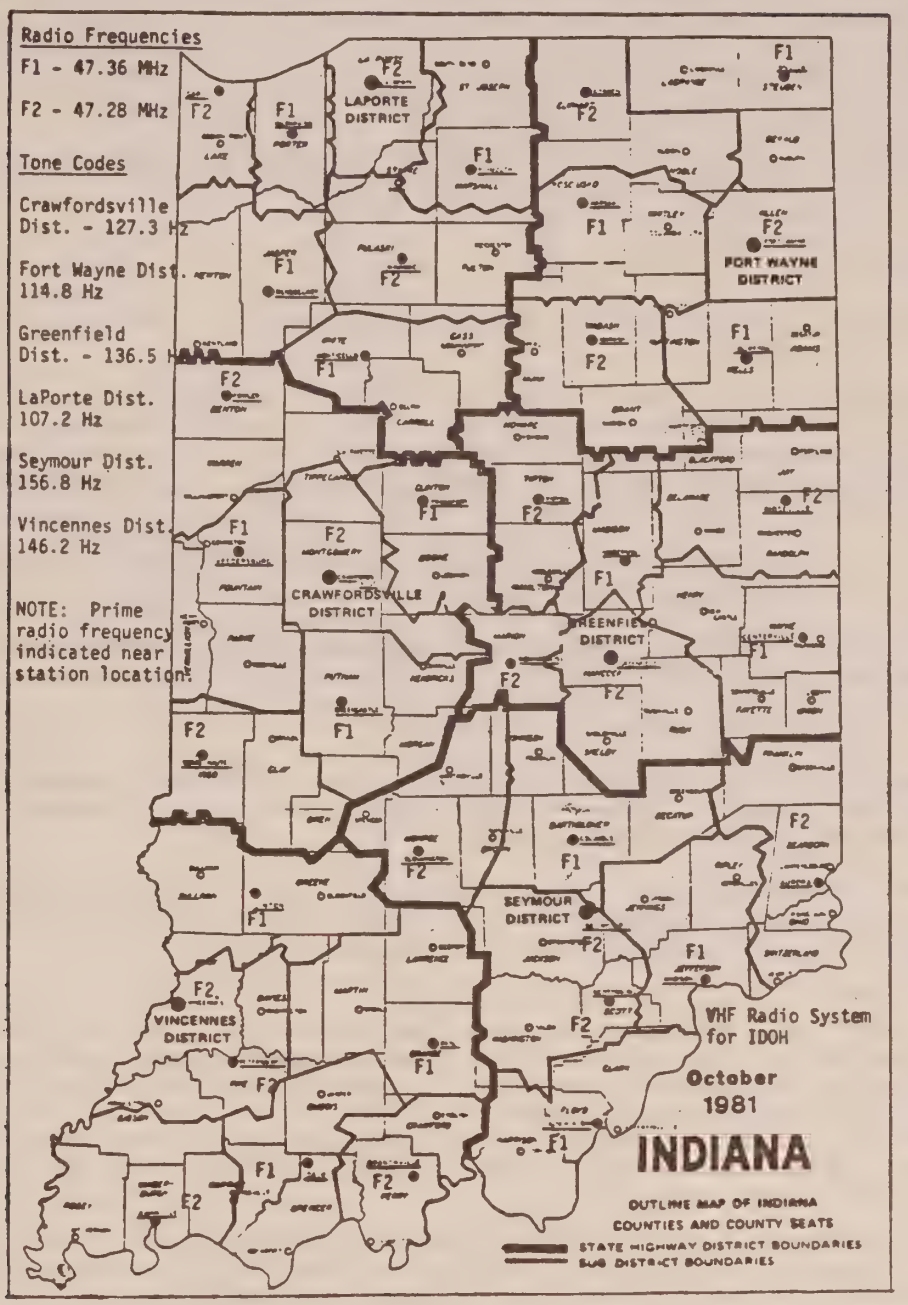
INDIANA DEPARTMENT OF HIGHWAYS DISTRICTS AND SUB-DISTRICTS

F1-47.360 MHZ F2-47.280 MHZ

GREENFIELD DISTRICT	(630)	F2	KNHK611
INDIANAPOLIS	(631)	F2*	KFK673
GREENFIELD	(632)	F2	KNHK611
CENTERVILLE	(633)	F1	KEM690
ANDERSON	(634)	F1	KEM686
TIPTON	(635)	F2	KFI610
RIDGEVILLE	(636)	F2	KFI609
LAPORTE DISTRICT	(640)	F2	KNGR885
LAPORTE	(641)	F2	KNGR885
MONTICELLO	(642)	F1	KEO249
PLYMOUTH	(643)	F1	KFR640
RENSSELAER	(644)	F1	KFI614
VALPARAISO	(645)	F1	KNHQ284
WINAMAC	(646)	F2	KFI611

*INDIANAPOLIS SUB-DISTRICT OPERATES ON 453.500 MHZ REPEATER...(KNDN715)

INDIANA DEPARTMENT OF HIGHWAYS RADIO FREQUENCIES



INDIANA DEPARTMENT OF HIGHWAYS DISTRICTS AND SUB-DISTRICTS

F1-47.360 MHZ F2-47.280 MHZ

SEYMOUR DISTRICT	(650)	F2	KBT805
AURORA	(651)	F2	KEU997
BLOOMINGTON	(652)	F2	KFI583
COLUMBUS	(653)	F1	KFK677
NEW ALBANY	(654)	F1	KEM688
MADISON	(655)	F1	KFI582
VINCENNES DISTRICT	(660)	F2	KBU406
LINTON	(661)	F1	KFK674
DALE	(662)	F1	KFK676
EVANSVILLE	(663)	F2	KEM687
PAOLI	(664)	F1	KEM689
BRANCHVILLE	(665)	F2	KXX558
PETERSBURG	(666)	F2	KFI613

THE FOLLOWING IS AN EXAMPLE OF THE UNIT NUMBERING SYSTEM OF THE INDIANA DOH. THE EXAMPLES GIVEN ARE FOR THE DALE SUB-DISTRICT (662) BUT ALL DISTRICTS UTILIZE A SIMILAR FORMAT...

62-1 - DALE SUB-DISTRICT SUPERINTENDENT
62-2 - GENERAL FOREMAN (ASST. SUPERINTENDENT)
62-3 - SHOP FOREMAN (RESPONSIBLE FOR ALL TRUCKS/EQUIPMENT)
62-01- 1ST UNIT FOREMAN (CHRISNEY/SOUTHERN SPENCER COUNTY)
62-02- 2ND UNIT FOREMAN (DALE/NORTHERN SPENCER COUNTY)
62-03- 3RD UNIT FOREMAN (JASPER/DUBOIS COUNTY)
62-33- TRUCK 3, UNIT 3
62-55- SIGN CREW, (PLATFORM TRUCK)

TRAFFIC SIGNAL TECHNICIANS FOR THE DALE SUB-DISTRICT ARE LOCATED AT EVANSVILLE AND VINCENNES...

DAVE mentioned in his cover letter that he hoped I could get his report into the column in time for the winter snow season. As it was submitted in May, I'm glad I made it! I'm not sure whether he was poking gentle fun at my sometimes long delays in getting contributions into the Newsletter or not.... He also provided the following "Southern Indiana Updates:"

> Bedford PD now operates on 154.800 mHz. Previously used 155.130 mHz (Plan A) which Lawrence County Sheriff Dept retains
>
> Gibson County Sheriff at Princeton now operates on 155.595 mHz. Princeton PD continues to use 155.760 mHz
>
> Posey County Sheriff operates on 155.085 mHz
>
> Spencer County Sheriff Dept at Rockford has new radio console operating on 155.610 mHz dispatch for Sheriff's Dept radio traffic and can simulcast with the Fire/EMS repeater on 154.415 mHz
>
> Jasper ISP has installed a second radio console permitting them to utilize two dispatchers on the same shift, should the need arise. No change in freq usage. A new telephone switchboard has also been installed.

Finally, **DAVE** says we can look forward to an in-depth report on the Indiana State Police when he's had time to work it up. There's certainly not a better source for info on that agency. At the present he's familiarizing himself with his new MX7000 (drool), and getting interested in satelites and military aircraft - I'll suggest he correspond with **DENNY** and **LARRY**, my experts in those areas. Thank you, **DAVE**, for another good report from the Hoosier State. You've certainly earned your membership in "the regulars" club here at PS/GL!

OOPS - Refer back to the June edition and the article by **ERNIE** [WI-024] entitled "Wisconsin Wrap Up." It seem that I made a transcription error which both **ERNIE** and **CARL** [WI-054] noticed. The reference on page 61 to "Waukesha County" should read "Wauwatosa PD." My fault - sorry.

The letter from **ERNIE** also contained this new data: "Also an update on Jefferson County (pg 61, too). Under miscellaneous 45.28 I have since heard the Jefferson County Parks Dept on it in addition to Jefferson County Emergency Communications and Johnson Creek EMS Dispatch. On Jefferson County Sheriff freq 154.860/158.910 the repeater is now being used more, especially at nite. I have heard Watertown Police cars talk with Jeff Co Sheriff cars on county freq. Must have old radio systems also in cars with UHF 453.700 mHz." **ERNIE** also noted that WSP District 1 cars apparently are equipped with both high and low band radios. Thanks **ERNIE** for your contributions and especially for your followup!

--

SPEAKING OF CARL - Besides correcting my error, he provided this new information in response to **LARRY**'s [WI-005] question regarding DNR traffic on **159.390/154.935.** "The DNR is licensing **151.310/159.390** for future repeater network use. At present it is being used as a link between the State Patrol District 2 office in Waukesha and the tower near Mauthe Lake in the Kettle Moraine State Forest. The link controls a high band base on **154.935 TX/159.450 RX** (the District 3 pair) and **151.460** (statewide). Mobile traffic is transmitted from Mauthe Lake to Waukesha

on **159.390**. The dispatcher is relayed back on **151.310**. The District 3 WSP cars do not have the new high band channels yet [as of this writing - ed] so only DNR wardens are heard on these freqs now. UHF links are being used in other areas where new tower sites have been added. For example, the "Footeville" tower (WNAU907) near Janesville is linked to WSP Dist 1 in Madison using **452.900** (mobiles - Footeville to Madison) and **467.900** (dispatcher - Madison to Footeville).

CARL also suggested this alternate possibility for the Marquette County Fire system he described, with a few question marks, in the May edition:

F-1	154.130/155.985	Repeater
F-2	154.130	Talkaround
F-3	154.265	Fireground
F-4	154.295	FIRECOM

CARL says he'll confirm and let us know.

--

WISCONSIN DOT - As long as we're enjoying the results of **CARL**'s monitoring skills and willingness to contribute to PS/GL, let's continue with his review of the Wisconsin Dept of Transportation Division of Highways. **CARL** writes

> The Div of Highways is installing a new statewide UHF radio system. All districts except 1 and 2 [see the map **CARL** provided] should be on the air. Dist 1 and 2 are scheduled for completion by Spring, 1986. Most districts have two control stations, one at the district office and one at the sign shop. [to conserve space, I'm indicating a repeater pair with an R and a simplex freq with an S. Remember, in this band, repeater inputs are 5 mHz higher]

CH	FREQ	DISTRICT	TOWER LOCATION	CONTROL STATIONS	CALL
F-1	453.325R	1	Deerfield	Madison (2)	KNJW997
		6	Wheeler (Dunn Co.)	Eau Claire (2)	KNJW997
F-2	453.325S	Statewide Talkaround			
F-3	453.475R	3	De Pere	Ashwaubenon	KMB637
		8	Brule	Superior	KAN708
		8	Spooner	Spooner	KAN708
F-4	453.475S	Statewide Talkaround			
F-5	453.575R	5	La Crescent, MN	La Crosse	KNJW997
		7	Rhinelander	Rhinelander	KNJW997
F-6	453.575S	Statewide Talkaround			
F-7	453.300R	2	Delafield	Waukesha, Milwaukee	KNJW997
		4	Wisconsin Rapids	Wisconsin Rapids	KNJW997
F-8	453.300S	Statewide Talkaround			

Other freqs currently in use:

47.32	KJI358	Input to 151.040 repeater
46.40	KA3525	Dist 1 survey crew portables
151.040	KJI358	Dist 2 Delafield repeater - Dist 7 survey crew portables

That's a nice complement to **DAVE**'s contribution on the Indiana DOT which opened the column. As we get closer to Winter [hard to believe it will really happen - it's over 90 degrees today!] we should all have all the state highway freqs ready for snow patrol! Come back next month for **CARL**'s rundown on the Wisconsin Indianhead Technical Institute VHF-HI radio system. 32 channels.... Thanks, **CARL**, for another of your excellent Newsletter contributions.

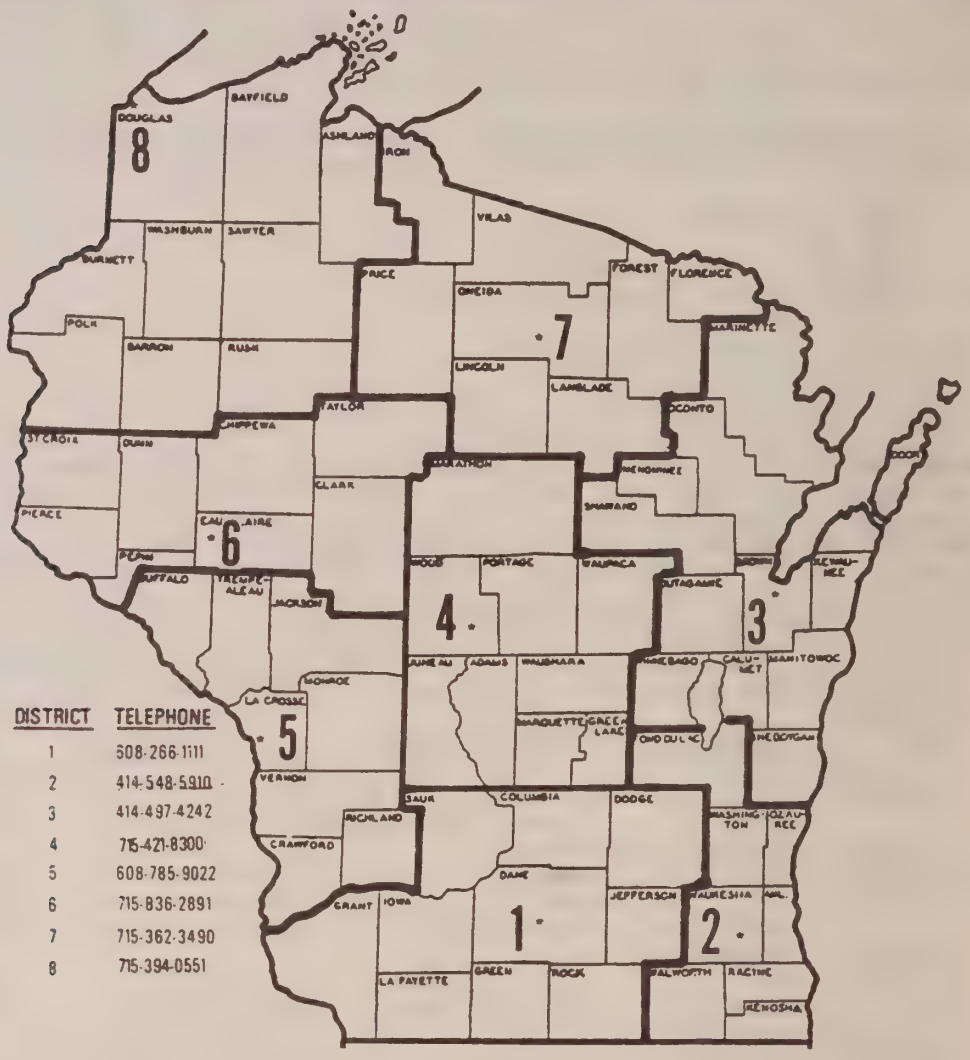
photo department

Send photographs of custom monitor listening posts, unusual or extensive monitor or two-way antenna systems, user station consoles (PD, Fire, Paramedics, etc.) or other monitor/two-way related equipment of interest. Photographs must be 3 x 5 inches or larger, black-and-white with good contrast, sharply focused and attractively composed. Each photo must be accompanied by details and explanations of equipment. Photos will not be returned. If you have questions, write first and please include an SASE. Send photos or write to:

Hugh Stegman, 11622 Exposition Blvd., #2, Los Angeles, CA 90064

NO COLUMN THIS MONTH

DIVISION OF HIGHWAYS DISTRICTS



DISTRICT	TELEPHONE
1	608-266-1111
2	414-548-5910
3	414-497-4242
4	715-421-8300
5	608-785-9022
6	715-836-2891
7	715-362-3490
8	715-394-0551

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KENTUCKY - Regular readers know that I've been running a major contribution from **PAUL** [IN-018] in installments over the past several months. **PAUL** sent me a printout of his entire freq list for the Louisville area, and it's appearing here on a service-by-service basis. This month it's State Government. Thanks once again, **PAUL**.

1985

(1) SEQ	(2) FREQ	(3) SERVICE	(4) AGENCY NAME	(5) CITY	ST	(6) CALLSIGN	(7) COMMENTS	(8) CF
0017	47.140	STATE GOVT	HIGHWAY DEPT	LOUISVILLE	KY	KII 777		
0018	47.220	STATE GOVT	HIGHWAY DEPT	LOUISVILLE	KY	KIJ 750		
0019	47.260	STATE GOVT	HIGHWAY DEPT	NEW ALBANY	IN			
0020	47.280	STATE GOVT	HIGHWAY DEPT	NEW ALBANY	IN	KEM 688	BASE TO MOBILE	
0021	47.360	STATE GOVT	HIGHWAY DEPT	NEW ALBANY	IN	KEM 688	MOB TO BASE/CAR-CAR	
0022	47.380	STATE GOVT	HIGHWAY DEPT	NEW ALBANY	IN			
0148	159.150	STATE GOVT	FAIRGROUNDS	LOUISVILLE	KY		SECURITY	
0150	159.240	STATE GOVT	STATE CONSERVATION	JEFFERSONVILLE	IN		F2 COMMON CHANNEL	

--

OHIO - I received a nice letter from **DAVE** [OH-076] early in June. He included a well-written article on Wood County Ohio Sheriff's Dept. Here's some data **DAVE** gathered while monitoring with his BC100, his two BC210's, and his Regency ACT-16-K. As the contribution was neatly typed, with a seven inch width, all I have to do is pass it on to **CAROL** and you'll see it below. He also included a list of signals and codes used by this agency. It's not reproduced here due to the Newsletter policy. If you'd like a copy, send me a SASE. Thank you, **DAVE**, for the insight into Wood County.

WOOD COUNTY SHERIFF COMMUNICATIONS

The Wood County Sheriff's Department and the Bowling Green Police Department use Motorola radio equipment to operate their communication systems. Dispatching for the sheriff is done from the County Office Building in Bowling Green, Ohio. Dispatching for the Bowling Green Police Department is handled at their newly remodeled headquarters in downtown Bowling Green. The normal radio frequencies used and their channel identifiers and callsigns are as follows:

F1 (Repeater)	155.070 out/156.03 in	KET263 (Wood County) KXF638 (Bowling Green)
F2 (Simplex)	155.070 (mostly Car to Car--seldom used)	
F3 (Simplex)	155.370 (inter-department frequency)	
F4 (Repeater)	155.820 out/158.94 in	KQK541 (Wood County only)

The most important of these frequencies if F1, 155.070, which is shared by both departments. The Sheriff's Department identifies as "Wood County" and the Bowling Green PD as "Headquarters." Both departments regularly communicate with each other on this frequency. All Wood County deputies are assigned individual unit numbers with the prefix "W." Bowling Green officers are also assigned unit numbers with no letter prefix.

The second most important frequency is F4, 155.820, which is always used in the repeater mode. Therefore, it is not necessary to monitor the input frequency. This is a "local government" frequency, and is shared with many other county agencies, such as the highway department, dog wardens, and sanitary engineers, among others. The Bowling Green Police do not use this frequency.

The inter-department channel of 155.370 is referred to by the county officers as "F3" or "statewide." It is used for communication with other departments, such as the highway patrol. All sheriff cruisers are equipped with this channel.

Wood County deputies are responsible for patrolling all townships in Wood County except Perrysburg and Lake townships, which have their own law enforcement agencies and own radio systems on different frequencies. There are four patrol areas in the county. Area 1 is the northwest quadrant. Area 2 is the northeast quadrant. Area 3 is the southwest quadrant. Area 4 is the southeast quadrant. Standard Buckeye State Sheriff Codes are used by Wood County. Wood County also provides dispatching services for the smaller communities within the county, and their unit numbers are as follows:

616	Bairdstown	718	Troy Twp.
617	Bloomdale	719	Luckey
629	Bradner	729	Millbury
639	Milton Twp.	747	West Millgrove
649	Cygnet	759	North Baltimore
677	Grand Rapids	779	Pemberville
688	Haskins	829	Risingsun
697	Hoytville	836	Washington Twp.
705	Portage Twp.	837	Tontogany
708	Portage	858	Wayne
709	Jerry City	868	Weston

--

ANOTHER ANSWER - to questions in May's question box. **CARL** had asked about UHF antennas on Rolling Meadows PD cars. **MIKE** [MI-152] suggests they may be for paramedics to attach telemetry radios to, remembering the old Emergency episodes when Roy and Johnny would ride a BLS ambulance but still be able to connect their orange box to an external antenna. Other ideas, readers? **MIKE** also sent some info on CPR classes he plans and collection/trade interests. I'm passing that on to the Contact Column editor for inclusion there. Thanks for writing, **MIKE**.

--

FINAL NOTES - I'm sure you were expecting a few words from the ranks of the

faithful, the guys who've received distinguished service awards for their contributions to PS/GL, right? Well, space and time are almost gone, but here are a couple.

BRUCE [IL-147] says he's heard mobile units calling ISP Dist 1 base [Sterling] on 42.72 mHz, the old Dist 16 mobile freq.

DENNY [IL-016] sends the following data for Burbank City ESDA - all freqs simplex:

F-1	155.025	F-3	154.430
F-2	154.280	F-4	155.835

And also this report on "Monitoring Lincoln Park Zoo" [teachers have it rough, huh?]
Just returned from a day of listening at Lincoln Park Zoo. The Chicago Police are from Dist 18 on 460.150 mHz. The freq for various administrative functions including coordinating lost kid searches with CPD is 159.405. There were also strong signals on 151.190, but not enough traffic to pin down exact usage. There is enough interesting traffic on the apparent primary to warrant taking a scanner to lunch at beautiful Lincoln Park Zoo.

Thanks to both, once again.

--

THE MAILBAG - Not empty, but not threatening to burst its seams, either. Goodies from **MIKE** [IL-014] on Chicago Fire Dept, from **JOHN** [IL-012] with another [!] update on "Monitoring IDLE," from **SUSAN MARIE** [MI-138] [waiting since April - it's a good thing Susan is patient!], and from some new names as well. Why not join them and let us know what's new with Public Safety in your area?

School's about to begin again, or maybe already has for you or someone in your family. Careful medical studies by world-famous doctors have proven beyond doubt that there's no better study break than a good monitoring session. So, the next time civics or algebra gets too dull, fire up the scanner and

TRACK 'EM DOWN !! WRITE 'EM UP !! SEND 'EM IN !!

Best regards [let's be careful in those school zones!],

Jack

PUBLIC SAFETY — SOUTH EAST:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Florida, Georgia, N. Carolina, S. Carolina, W. Virginia, and Virginia:

John Dorsey, P.O. Box 101, Quinton, VA 23141

Boy, did that summer go sailing by. Now that the nights are getting cooler, maybe folks will be staying closer to the scanner and perhaps mailing your old Editor some information for the Newsletter.

RANDOM THOUGHTS (Questions and/or Answers)
Who'll be first to market switching equipment that will switch channels in a scanner the same way the computer switches them in a trunked 800mhz system? Duplicating original equipment is the only way to follow a conversation that might be switched to any of up to twenty channels.

Where have all the news media gone? We see listings in various places, microfiche included, but when we program them in nobody's there. Find out if the company that owns the station also owns an FM station. If they do, they're likely doing one-way paging on an SCA. Check all your FM broadcast stations for SCA equipment. You might be amazed who's hiding there.

Who has a digital system that will print a perfect screen receiving only fifty

percent of the transmitted signal? That's an easy one. No one but Uncle Whiskers can afford it.

What is TDM? Time Division Multiplex. It's a new four-user-per-channel digital system that will likely show up in time-sharing business systems.

How have the Japanese managed to penetrate the American electronics market to the extent that both cellular phones sold by AT&T are Japanese? (Hitachi & Mitsubishi)

Are we overemphasizing the new technology? Nope. As soon as it becomes affordable a flock of people want to hide from scanners. (Even the Sheriff down here in the Swamp raises hell now and then about everyone listening to his traffic.) What we'll be fighting is cost, not technology. If we're serious about it, most of the digital systems in use now can be cracked. The problem for us is the cost of the equipment it takes to do it. Maybe for the larger cities our own network?

Having two sensitive scanners in the same house can be compared to having two women under one roof. PHEW! Both are excellent at finding each other's faults.

When things get really popping, scanners alone won't do it. Don't forget to keep the AM-FM in service. The news boys might be able to fill in the holes.

What determines the FCC class frequency a Rescue Squad or Fire Department operates on? Its organization. An independent Rescue Squad can only operate on Special Emergency frequencies. A Rescue-Fire operation(as well as independent Fire Depts). can usually be found on Fire channels. If either or both are City or County operated, then they show up on Local Government channels.

Have you filled in Bill Mauldin's poll? If not, please do.

From John, VA-091 in-depth information on Hampton, VA.

Hampton Fire Department (F1-46.06, F2-46.10)

Station	Company	Medic	Ambulance
One	Hampton	X	
Two	Phoebus		X
Three	Wythe		X
Four	Buckroe		X
Five	Fox Hill		
Six	Northampton		X
Seven	Willow Oaks	X	
Eight	NASA Langley		
Nine	Briarfield	X	

NOTE: When E is used before call sign, that unit is on portable.

Signals

0 Minor Nature
1 Additional Manpower Needed
2 Second Alarm
3 Third Alarm
4 Need Utility Truck
5 Need Ladder Truck
6 Need Water Truck
7 Need Pumper
8 Need Ambulance
9 Need Foam Truck
10 Need Civil Defence Truck
11 Notify Chief/Marshall
12 Notify City Manager
13 Request Public Works
14 Request Coroner
15 Request Virginia Power (Electrical)
16 Request Virginia Natural Gas
17 Police Needed

Codes

Red -Flames Showing
Black -Smoke Showing
White -Nothing Showing

Hampton Police Ten-codes

10-1 Call Headquarters
10-2 Location
10-3 Report to Headqtrs
10-4 Message Received
10-5 Coffee Break
10-6 Lunch Break
10-7 Off Duty
10-8 On Duty
10-9 Investigating Vehicle and Occupants
10-10 Drunk Driver
10-11 Out of Service- HQs
10-12 Out of Service- Court
10-13 Drunk (Location)
10-14 Suspicious Person & Vehicle
10-15 Person Armed
10-16 Vehicle License Info
10-17 Auto Accident- Property Damage
10-18 Auto Accident- Injury
10-19 Auto Accident- Fatal
10-20 Ambulance
10-21 Wrecker
10-22 Out of Service (Location)
10-23 Hit & Run- Property Damage
10-24 Hit & Run- Injury
10-25 Hit & Run- Fatal
10-26 Jail Break- All Cars
10-27 Officer Needs Help
10-28 Fight/ Disturbance
10-29 Illegally Parked Vehicle
10-30 Prowler
10-31 Racing/Speeding (Location)
10-32 Disorderly Person (s)
10-33 Vandalism
10-34 At HQs with Prisoner
10-35 Arrived at Scene
10-36 Warrant
10-37 See Complainant
10-38 Fire
10-39 Meet Officer
10-40 Traffic Stop
10-41 Repeat
10-42 Time
10-43 Finished Assignment
10-44 Remain in Service
10-45 Loud Party
10-46 Computer Terminal Down
10-47 Prisoner
10-48 Radar
10-49 Escort (Location)
10-50 Stand-by
10-51 Not on File
10-52 Time Call- All Cars
10-53 Confidential Assignment
10-54 Blood Relay
10-55 Emergency Message
10-56 Cancellation
10-57 Abandoned Vehicle
10-58 Contact by Phone
10-59 Larceny
10-60 Breaking & Entering
10-61 Stolen Vehicle
10-62 Narcotics Violation
10-63 Overdose
10-64 Indecent Exposure
10-65 Unwanted Guest
10-66 Bomb Threat
10-67 Deceased Person
10-68 Suicide
10-69 Homicide
10-70 Juvenile
10-71 Open Door (Location)
10-72 Open Window (Location)
10-73 Drowning
10-74 Runaway
10-75 Out of Service- Jail
10-76 Out of Service- Garage
10-77 Out of Service- Gas Pumps
10-78 Flat Tire
10-79 Police Car Accident
10-80 Dead Animal (Location)
10-81 Barking Dog
10-82 Street Sign Down (Location)
10-83 Disabled Vehicle (Location)
10-84 Traffic Light Malfunction
10-85 Lost Child
10-86 Escaped Prisoner
10-87 Kidnapping
10-88 Contact Chief's Office
10-89 Confidential Information
10-90 Personal Relief
10-91 Breathalizer Needed
10-92 Burgular Alarm
10-93 Armed Robbery (Location, Description)
10-94 Mentally Disturbed Person
10-95 Arson (Location)
10-96 Tower Light Check (Car Number)
10-97 Contact Coroner
10-98 ID Officer Requested
10-99 Taxi Requested (Location)

Central Virginia Update from Hollis, VA-093 (Hollis lives in Mt Solon, Va)

Police

460.175 Staunton City
460.400 Augusta Co Sheriff (New)
39.72 Augusta Co Sheriff (Old)
39.36 Waynesboro City
39.80 Rockbridge Co Sheriff
39.96 Rockbridge Co Sheriff
39.02 Harrisonburg City
39.54 SIRS (Statewide Sheriff)
159.135/155.460 State (Appomattox)
159.165/155.445 State (Culpeper)
159.000/154.905 State (Richmond)
154.665 Simplex,Stat(Car-to-car)e.

Rescue Squads
37.90 Staunton-Augusta
155.295 Stuarts Draft
47.66 Waynesboro
33.06 Harrisonburg & Grottoes
155.835 Charlottesv'l-Alb'marle
155.955 Univ Va Amb-Hosp Net
151.835 Western State Hosp

NOTE: All ten channels of the COR telemetry system (462.950-463.175) are used in this district. (Editor)

Fire Depts
46.46 Charlottesville
33.74 Regional Network (Listed)

33.74 Network
Station 1 Staunton
Rescue 16 Craigs'vl-Augusta Spgs.
Rescue 2 Deerfield
Rescue 4 Churchville
Co. 1 ..... Waynesboro
Co. 2 ..... Deerfield
Co. 3 ..... Middlebrook
Co. 4 ..... Churchville
Co. 5 ..... Weyers Cave
Co. 6 ..... Verona
Co. 7 ..... Stuarts Draft
Co. 8 ..... Craigsville
Co. 9 ..... Dooms
Co. 10 ... Augusta Co
Co. 11 ... P.L. Yancey
Co. 12 ... Augusta Springs
Co. 14 ... Swoope
Co. 15 ... Bridgewater
Co. 20 ... Grottoes
Co. 30 ... Elkton
Co. 40 ... Harrisonburg (County)
Co. 50 ... Broadway
Co. 60 ... Timberville
Co. 70 ... Shenandoah
Co. 80 ... McGaheysville

Manatee County, FL Updates from Joe, MD-015
462.950 EMS Ch-1
155.280 EMS Ch-2
154.370 County Fire Dispatch
153.950 County Fire Tactical
154.025 Animal Control, Planning, Development
33.10 Highway Dept
452.650 Transit
453.650 County Utilities, Ch-1
453.725 County Utilities, Ch-2
462.675 Civil Defense, Main
462.550 Civil Defense, Admin.
155.790 County Sheriff, Admin.
155.925 Co. Sheriff Patrol Disp.
154.950 Police Mutual Aid
155.370 Police Base-Base
154.800 Bradenton City PD
460.625 Bradenton City Fire Disp.
460.575 Bradenton Fire, Tactical
154.325 Island City Fire Dept
154.860 Island City Police
154.740 Palmetto Police
153.860 Palmetto Fire
155.025 County State Atty
462.550 Building Maintenence
463.475 Humane Society

Pinellas County, FL Update from Joe, MD-015

Fire & Rescue
Ch-1 154.160 Central Dispatch
Ch-2 154.310 North Dispatch
Ch-3 154.355 Central, Working
Ch-4 154.400 North, Working
Ch-5 154.385 Tactical
Ch-6 154.445 Tactical
Ch-7 155.340 Ambulance-Hosp (HEAR)
Ch-8 154.340 Mutual Aid

Stations on Central Channel:
27, 28 Indian Rocks Beach
29, 31 Seminole
30, 32, 39, 41, 42 Largo
36 Pinellas Park
40 High Point VFD
43 Belleair Beach

Stations on North Channel:
52, 53 Safety Harbor
54 Oldsmar
57 East Lake VFD
66, 67 Palm Harbor

Note: Each Rescue is the station number, except Rescue 63 & 64. They are at SAS Ambulance Station Zone 10, Dunedin

Fire Depts on Ch-8 (Mutual Aid) 154.340
Belleair Bluffs, Central Pinellas Disp, Indian Rocks Beach, Seminole, Pinellas Pk, Lealman, Kenneth City, Gandy, South Pasadena, St. Petersburg, St. Petersburg Beach, Honeywell, Redington Beach, Clearwater, Pinellas Co Fire Academy, Civil Emergency Services, General Electric Plant, Madeira Beach, Safety Harbor, Gulfport, Pinellas Co Sheriff, Florida Ambulance, C&R Ambulance, Pinellas Ambulance, Palms of Pasadena (Remote), Eastlake Fire and Rescue, Tarpon Springs, Palm Harbor, Treasure Island, Oldsmar.

Local Government Network, 154.100
Belleair, Belleair Bluffs, Clearwater, Central Pinellas Disp, Dunedin, Gulfport, Indian Rocks Beach, Kenneth City, Madeira Beach, Oldsmar, Seminole, South Pasadena, St. Petersburg, St. Petersburg Beach, Tarpon Springs, Treasure Island, Dept of Energy (GE), East Lake Fire District, P.C. Health Dept- Clearwater, St. Petersburg, High Point School Board.

Civil Emergency Services (KGU-649) 154.100 UNIT NUMBERS
1- Director CES, 2- Director EMA, 4- Director Fire Admin, 7- Emergency Communications Van, 8-Ford Pick-up, 9- Courier Pick-up, 10- County Administrator, 11- Communications Coordinator, 12- Water Dept, 14- Campus Police Chief, 20- Pinellas Suncoast Transit Auth., 30- WSUN (Primary EBS), 40- WTSP (TV Ch 10), 701- EMS Director, 702- EMS Utility Vehicle, 710- EMS Medical Director, 711- EMS Asst. Medical Director, 712, 713, 714- Same as 711,; 720, 721, 722, 723- Paramedic Coordinator.

Charlotte County, FL update from Joe MD-015. (Area North & West of Ft. Myers)

38.10	County Disaster Services	
453.250	County Building and Zoning	
453.200	County Engineering & Parks	
154.070	County Fire Dispatch Ch-1	
154.355	County Fire, Ch-2	
460.600	UHF Command Fire Repeater	
154.830	Sheriff, Main Dispatch	
46.06	Volunteer Fire Depts, Ch-1	(Englewood, Grove City, Venice, South Venice)
46.18	Volunteer Fire Depts, Ch-2	" " " " " "

GREAT BALLS OF CHICKEN FEATHERS, I'M GLAD THAT'S OVER WITH. Mother said I'd be an artist. But I don't think she meant with correction fluid. That stuff gets expensive when you have to buy it in tank car lots. This typewriter hasn't learned to spell a bit better than the last time I used it.

LET'S HEAR FROM YOU!

John

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Alabama, Arkansas, Louisiana, Mississippi, Tennessee, Oklahoma, and Texas:

Public Safety — South Central Editor,

SOUTH CENTRAL

R.C.M.A. SOUTH CENTRAL

SOUTH CENTRAL

POST OFFICE BOX 5053
AUSTIN, TEXAS 78763-5053

Greetings and welcome to the **September** '85 issue. From this end of the keyboard, I'm now just starting to enjoy the summer but by the time you get this the more approiate thing to say is "Hope you had a nice summer" If you have any listening reports from your vacations or on your trip to the convention last month; send 'em in... The 'ol P.O. Box only seems to collect dust these last couple of month so let's hear from you'll out there...

Brad [OH-138] continues to send in more info on the Dallas/Fort Worth area

-- Arlington P.D. Ch. 1 154.935 (Dispatch); input 156.030. Not 155.655 as stated in May '85 issue. Ch. 2 155.070 input is 155.655 not 155.910
Arlington P.D.'s third frequency is 155.130, **not** 155.655 as previously reported. Brad added that this frequency is known as Ch. 7.
-- 155.010, listed as Johnson Co, is Cleburne P.D. Dispatch
-- Arlington ISD Security Base is now on 855.0375 WNAU 434.
-- 854.9875 Euless P.D.
-- 854.4375 Flowermound P.D.
-- Fort Worth P.D. is being heard on 856.4375, 857.4375, 858.4375, 859.4375 and 860.4375; trunked system - also being simulcasted on 154.250 for Daniel Ambulance Svce. 460.525 & 460.550 are no longer being used. Old Ch. 4, 460.625, is now being used as a pager frequency.
-- Irving City Services have switched to 155.755(R) and 156.105- 158.820 is no longer being used.
-- 154.755 is being used by North Texas State University in Denton
-- Brad is asking for help on confirming 158.835 as another Dallas County Counstable channel. He has been hearing traffic on this frequency but unable to confirm it's actual use.
-- 154.220 is the input to 153.890, Dallas Fire Dept.
[Editors note: Brad did not mention if this is NTSU Police or if was being used by maintenance personal etc- will update a.s.a.p.]

Thanks for these items in your area Brad and keep the good work up.

From the 'home front'- I found a couple of items in the Austin American-Statesman recently about two new additions to the Ausin Fire Dept and Austin Emergency Medical Services. Following up on a letter from Robert [TX-076] on Star Flight in Austin.

[The following information was gathered from articles in the Austin American-Statesman of June 17th and June 22nd]

The **S**hock **T**rama **A**ir **R**escue Helicopter now in use is one being leased by the city of Austin. The city has purchased two helo for the Star Flight program ahd hope to have them in use by mid July. Pilots have donated their time for the program so this helps keep the cost down. Now a "Code 3" run from out in the county or the city only takes a few minutes; compared to almost 30-45. Plans are to extend the service to area counties to improve the level of emergency services in the [C.A.P.C.O.] area. More on this as info becomes available.

A new addition for the Austin Fire Department is **Smokebuster 7** You ask yourself; Smokebuster what ?????

Smokebuster is **not** your run-of-the-mill firefighting equipment. But with the success the Austin Fire Department has had with a small motor, a propeller and 2,000 square feet of red and white nylon and an surplus pick-up truck- it may be seen in other cities in the future. When the material, similar to hot air ballons, is inflated and placed against a door or window- 71,000 cubic feet of air a minute are blown into a building and will clear smoke out an average size house in about 5 minutes. The parts were all salvaged from the juknyard. The engine came off an old Volkswagon and the propeller off a plane damaged in a forced landing. The truck was scheduled to go on the auction block with other surplus equpment when spoted by AFD officals. And so with "an assortment of discarded equipment, a little bit of ingenuity and a lot of faith", Austin Fire Dept came up with the worlds largest smoke removal system- **SMOKEBUSTER-7** . The unit is stored at Station No. 7 ;hence the name Smokebuster 7.

Also from the Austin area is a note to intrested members in the Central Texas area: a growing intrest in the Austin Radio Club has again emerged. This [co]-editor had discontinued mailing out a "newsletter" due to a lack of intrest and attendance at the monthly meetings. I have reserved the same meeting place and time for the next six month [July-December]. If the input for the newsletter and attendance to the meetings get better, I will start re-issueing newsletters. Meeting dates for the rest of the year are:

July 9	Aug.13	Sept. 10
Oct. 8	Nov. 12	Dec. 10

Meetings begin at 6:45 p.m. in Meeting room B of the Main Library. Any one intrested may contact me at the: Austin Radio Club P.O. Box 5053 Austin, Texas 78763

I had some time recently to go through the 1985 Police Call to pick out the new listings for the state of Texas. With the F.C.C. having exausted the supply of "3 x 3" call signs [3 letter-three numbers]; new license are a bit eaiser to spot now.

The "4 x 3" call signs now being used have a way of standing out in a column. Ken and I were able to track down some of the old 'odd ball' listings with the aid of a 1982 copy of the Master Frequency list from the F.C.C. [N.T.I.S.] With the 1985 list not available yet, finding licensee address and/or xmtr locations- we're going to ask for your help in confirming useage of these frequencies.

NEW FRQUENCY LISTINGS IN 1985
POLICE CALL

Freq:	Call sign:	Sv:	Location:
45.440	KNIK 255	PL	
158.760	KNIK 255	PL	Odessa
153.740	KNHZ 951	PL	Austin
453.875	KNAQ 441	PL	Austin
153.845	KNIR 869	PL	Corpus Christi
453.800	KNIF 254	PL	Corpus Christi
158.880	KNCG 812	PL	
171.825	KNEU 565	PL	Houston
453.275	KNDL 914	PL	Amarillo
453.475	KNCM 276	PL	El Paso
453.625	KNDZ 343	PL	San Antonio
451.125	KNFW 960	PP	Sterling
154.650	KNAW 788	PP	
154.800	KNAW 788	PP	
154.950	KNAW 788	PP	
155.370	KNAW 788	PP	Paris
156.195	KNGG 349	PL	Allen
156.195	KNGG 350	PL	Iola
151.310	KNGG 351	PL	Garland
156.195	KNGG 351	PL	Garland
453.825	KNGG 352	PL	Austin
151.310	KNGG 354	PL	Arlington
156.195	KNGG 354	PL	Arlington
456.200	KNGG 367	PP	Amarillo
456.200	KNGG 368	PP	Childress
451.200	KNGG 369	PP	Perryton
155.460	KNGG 369	PP	Perryton
451.200	KNGG 370	PP	Vernon
155.460	KNGG 370	PP	Vernon

Not included in this list were any additions to existing network; i.e. DPS, TPW, TABC, TDC...[KNGG 367 - 370 was included due to the type of rely set-up. See notes below] Any additions

or deletions to this list would help solve these new **mystery** frequencies or confirm thier use. If there are others you need information on, I have compiled a list of "odd ball" frequencies that have been found to be used by various state agencies and/or local government use.

NOTES: The KNAW 7[illegible]re confirmed by Mike TX-081 as being used by Paris JR College. The KNGG 349 - 354 appear to be used by a state agency located in the cities listed; I have not been able to confirm use of the 453.825 in Austin. Brad [OH-138] **has** heard traffic on the Arlington listing and it trying to determine what agency is on these frequencies. The KNGG 367 - 370 appear, or actually are, to be a rely link for the D.P.S. in that area of the state. Can anyone up that way confirm or deny such use. The 453.875 (KNAQ 441) in Austin does not seem to be in use any state agency. Currently the City of Austin also has a license for this frequency; This editor know of no plans to relinquish that use or if any plans to share this frequency are being worked on.

That about all for this month. Hopefully next month will be a little longer; by the time I sit down to type the Oct. column I will have been to the 3rd Annual Texas RCMA Convention and will have updates to previous list or listings for areas of the state that we've had no input from.

PUBLIC SAFETY WEST

SEND PUBLIC SAFETY AND SPECIAL EMERGENCY FREQUENCIES, RADIO SYSTEM DETAILS AND QUESTIONS FOR ALASKA, ARIZONA, COLORADO, HAWAII, IDAHO, MONTANA, NEVADA, NEW MEXICO, OREGON, UTAH, WASHINGTON AND WYOMING TO:

GEORGE N. HOGGATT, 17473 E. 16TH DR., AURORA CO 80011
ELECTRONIC MAIL:<COMPUSERVE:75376.673> DELPHI:JORG> <SOURCE:BBZ812>

****

Welcome to September. Summer is just too short, at least here. Fall is my favorite season, except that winter follows and I hate winter. Next month I'll include the Colorado highway and street departments listing. Will be tha same as last year since the FCC has not issued a microfiche for two years now. Last word I have is that the latest edition should be out by the end of summer.

COLORADO

The Colorado State Patrol seems to be slowly setting up the radio distircts as shown in the June 1983 issue. In about two weeks the man who knows will be back from vacation and I'm going to see if I can talk him out of the details.

The Colorado Department of Highways is converting the Grand Junction Maintenance Section from low band to highband repeaters. The frequency is the same as the Craig Section - 151.085 base and repeater out, 156.060 mobile and control. Originally they were going to have a seperate frequency for each section plus a statewide frequency. That seems to have gone by the wayside.

SUMMIT COUNTY
Jack (CO-041)

BASE	MOBILE	CHAN	USE, REMARKS
155.625	154.725		Summit County Sheriff, most police in the county including the State Patrol and Wildlife
154.785	154.785		Tactical #2
154.995	154.995	4	Local government
155.475	155.475		NLEEC/LETS
154.400	154.400		Fire #1 all departments
155.340	155.340		EMS - HEAR
155.100	155.100		Municipal govt. all cities and towns
155.875	155.970		Breckenridge Police Department
154.280	154.280		Fire Emergency Response Net (FERN)
156.105	156.105		Summit County Road and Bridge Department
155.535	154.650		Silverthorne Police Department
151.145	151.415		State Wildelife
146.790	146.190		Summit County Ham repeater
155.460	155.460		Colorado Bureau of Investigation
154.025	154.025		Dillon Police Department
154.055	154.055		Breckenridge Town Government
464.175	469.175		Keystone Ski Area Security
154.190	154.190		Red, White and Blue Fire
154.980	154.980		Frisco Municipal

The following codes are used. Only those that differ from the APCO list in the front of the PUBLIC SAFETY section are shown:

10-10 Fight in progress
10-11 Animal trouble
10-14 Prowler
10-15 Civil disturbance
10-16 Domestic Problem
10-17 Meet Complainent
10-18 As soon as possible
10-26 "UNUSED"
10-43 Info
10-64 Message, local delivery
10-76 Enroute
10-99 Wanted, stolen

HAWAII
Darryl (HI-010)

Editor note: the following has only a little to do with radio but is so interesting, I can't resist putting it in the column.

On Jan 3, Kilauea erupted again, and the foutaining was so high that you could easily see it here Hilo (30 miles away). The fountain was 1500 feet high. The geologists say it may erupt again soon. I don't know how much you hear about this stuff over there, but it is awesome when you see it in person. We always know sonething's up when all the planes start flying over out house (we live between the airport and the volcano). Sometimes I can catch the geologists talking from the eruption site and taking their measurements on my scanner (Regency), but sometimes it comes in broken. My mother has a Bearcat 210, and seems to catch them better. I don't know if here scanner has a greater range, or her location is better (the other side of Hilo). My ranger friend gave me the frequencies for the Hawaii Volcanoes National Park rangers and for the Hawaii Volcano observatory scientists, but asked me not to give them out, so I have to honor his request. I don't know why they're so secretive anyway. Maybe it's so they can chase the marijuana (pakalolo) growers.

HAWAII STATE HOSPITAL AMBULANCES (ISLAND OF HAWAII)

Ambulance 1 - Hilo Hospital
Ambulance 3 - Honlka'a Hospital
Ambulance 5 - Kohala Hospital
Ambulance 9 - Kona Hospital
Ambulance 10 - Ka'u Hospital

All ambulances operate on medicom 453.400. All units are Basic Life

Support and are manned by hospital EMTs not fire department and are primarily used to transfer non-critical patients. They may also be used as back-up on EMS calls if Fire Rescue Medic Units (Advanced Life Support - ALS) are not available. There is one exception: Ambulance 10 in Ka'u responds to all EMS calls in the Ka'u district as there is not yet a Fire Rescue Ambulance in that area (the only place on the island without ALS coverage).

HAWAII COUNTY POLICE (partial list)

Hilo District 155.310
Puna District 154.695
Kona District 155.310

IDAHO

GEM COUNTY SHERIFF

Casey (OR-054)

460.100	465.100	F-1	Idaho State Police F-1	
460.150	465.150	F-2		(114.8 hz)
460.025	465.025	F-3	Valley All-Call	
460.375	465.375	F-4	Gem County dispatch	
465.275	465.275	F-5	Car to Car	
460.100	465.100	F-6		(127.3 hz)
453.600	458.600	F-7	Gem County Roads	
453.600	453.600	F8	Gem County Roads talkaround	

460.150 is also used by Adams, Payette Valley and Washington Counties. Gem County has some older Motorola "Lunch Box" radios on 39.82.

Canyon County uses 460.250 simplex for jail operations. They have taken their inversion type scramblers out of service.

NEW MEXICO

anonymous

NEW MEXICO MOUNTED PATROL

This is a reserve organization of the New Mexico State Police.

37.06 (simplex car to car) This is used mainly between units of the mounted patrol and there is little or no communication with the parent organization on this frequency. In almost all cases these people use the normal high band frequencies already assigned to the state even tho they usually use unlicensed radios, paid for by the members. For members who have some money, the old 37.06 channel can be made to do for long distance communications.

There is a transmitter on Mt. Taylor. It is controled by a UHF radio control system. The control points transmit on 457.500 to activate the transmitter. The receiver on Mt. Taylor retransmits on 452.700. The control stations and the Mt. Taylor relay use low power and directional antennas. There are a few mobile units that access the Mt. Taylor machine with the UHF channels. The control and relay calls are WDE671 and WDE672. The base call is KOM320.

NEW MEXICO DEPARTMENT OF GAME AND FISH

44.800	44.920	Car to base
44.800	44.800	Car to car

I have heard car to aircraft at night on this channel 44.800, cars were too far away to be heard, only the aircraft came in good. Night time operations apparently looking for poachers with spotlights in the Mt. Taylor area. As with other State agencies, the mountain top transmitter are controlled using UHF frequencies similar to that described above.

As a last, note many game wardens are equiped with 155.550 the statewide car to car frequency and are equiped with the local Federal Forest frequencies.

NEW MEXICO DEPARTMENT OF CORRECTIONS

155.700	155.700	F-1	base to car and car to car This is the primary channel for all prison units, and is used mainly for armed posts outside the prison grounds and for transporting prisoners across the state.
155.550	155.550	F-2	simplex, car to car statewide mutual aid with all police departments and all police cars.
155.550	155.370	F-3	Law Enforcement Mutual Aid long distance. Is used for communication with 24 hour State Police District offices only.
none	none	F-4	The local sheriff does not have channel 4
154.310	154.310	F-5	Statewide mutual aid fire frequency

Some radios have only the four channels, some have six and some have eight. In the six channel radios, 154.310 is put in F-4, 5 and 6. In the eight channel radios, 154.310 is in F-4 and 5 and 155.430 is in F-6, 7 and 8. That is the old local Santa Fe County mutual aid channel.

460.050 465.050 repeater hand held units
460.125 465.125 repeater hand held units
460.200 465.200 repeater hand held units
460.300 465.300 repeater hand held units

Each prison located in the state is assigned one of the pairs only. Some of the newer prisons are using the base frequency as a simplex channel called channel 2. These radios are used inside the prisons by officers who work directly with the inmates. As most all of the portable radios are 4, 6, 8, and 10 channel radios sold to the state by contract with the General Electric Company, I am sure there are future plans to expand in the years ahead. If not, sleep well as your government is at work.

NEW MEXICO STATE POLICE

See the current POLICE CALL for the frequency for each district.

F-1 District Frequency
F-2 Car to car statewide for all police departments and cars 155.550.
F-3 empty
F-4 154.920 simplex. Emergency for State Police only

In District 6 (Gallup), the cars on channel 1 transmit on 155.730. This is received on one of the mountain to sites (such as Mt. Taylor) and is relayed to the District Office via a UHF frequency. The office replies on another UHF frequency which activates the remote site on 155.790. Each site has a unique set of UHF frequencies. The cars cannot hear each other when on channel 1 creating a somewhat dangerous situation. In most cases, state units are forced to use F-2 155.550 simplex for normal car to car information which is a shame since this is the only statewide mutual aid channel available and is very crowded. F-4 is hooked up to do both, talk car to car and be picked up by mountain top relays. The transmission is made to the district office on the UHF frequencies. However, this channel is for emergency use only. The author states that POLICE CALL is free to use this information if they want.

NEVADA

List put out by the Nevada Division of Forestry Roger (NV-016)

151.340 Nevada Division of State Parks
151.475 Nevada Division of Wildlife
153.950 South Lake Tahoe PD
154.055 North Las Vegas PD
154.145 Carson City FD #3
154.175 Carson City FD #4
154.235 Incline Village FD
154.290 Office of Emergency Services
154.400 Lyon County Fire Red Net
154.430 Carson City FD dispatch
154.445 South Lake Tahoe FD
154.770 Lyon County SO

154.800 Boulder City PD
154.845 North Las Vegas PD
154.890 Douglas Counth SO
154.980 Las Vegas Metro repeater
155.025 Tahoe-Douglas FD
155.070 Story County SO
155.085 Douglas County FD
155.100 Lyon County SO and Ely PD
155.115 Mineral County SO
155.130 Sparks PD #1
155.250 Carson City SO repeater
155.370 Washoe County SO
155.520 Washoe County simplex
155.535 Carson City SO #3
155.550 Washoe County simplex
155.685 Carson City SO #4
155.850 Sparks PD #2 ??
155.970 Carson City SO dispatch
156.030 Las Vegas Metro PD
158.895 Nevada Division of Forestry dispatch
159.020 Nevada Division of Forestry
159.345 Nevada Division of Forestry
159.450 Nevada Division of Forestry repeater
169.775 Carson Bureau of Land Management
169.875 US Forest Service Toiyabe NF
169.900 US Forest Service Toiyabe NF
453.575 Reno PD
453.600 Reno PD repeater
453.650 Reno PD repeater
453.700 Reno PD repeater
453.750 Reno FD
469.850 Heavenly Valley
42.48 California Highway Patrol local
42.68 California Highway Patrol dispatch
42.78 Nevada Highway Patrol local
42.94 Nevada Highway Patrol dispatch
47.12 Nevada Department of Transportation
47.24 Nevada Department of Transportation
42.50 Nevada Highway Patrol F-3
42.58 Nevada Highway Patrol car to car
42.70 Nevada Highway Patrol car to car F-3
42.80 Nevada Highway Patrol
42.88 Nevada Highway Patrol F-4
149.300 Reno Air National Guard fire and crash
149.250 Reno Air National Guard medical net
163.4875 Reno Air National Guard security

The Nevada Highway Patrol uses the following high band frequencies: 154.695, 154.905, 158.730, 159.090, 155.145, 155.715. Roger says this is a very complex system and he has not been able to figure it out yet.

151.835 Carson TV Cable (TSI)
153.845 Carson City Nugget Casino paging
154.665 Nevada State Prison (max) also NHP Carson
154.680 University of Reno PD
155.415 Nevada State Prison (min) Carson
155.580 Nevada State Prison (max)
155.670 University of Nevada - Reno
155.730 University of Nevada - Reno
157.400 Marine channel 28 Lake Tahoe ship/162.000 shore
453.350 Reno Airport PD
453.450 Reno Airport FD
453.500 Reno Airport FD

Carson City SO uses the standard 10 code. They also use disposition codes:

DC1 Report taken
DC2 Arrest made
DC3 Issued citation
DC4 Unfounded call
DC5 Gone on arrival
DC6 Warning given
DC7 Officer handled
DC8 False alarm
DC9 Civil matter

RENO/SPARKS AREA AMBULANCE OPERATIONS - CentraComm
Randy (CA-OR-230)

Ambulance Services---

AID's	12,15,17	EMT units
	22,23,24	Paramedic units
Medic 1	1--7	Paramedic units
AES ProMedic	220,260	Paramedic units

Call Rotations---
Reno FD/Reno PD/St. Mary's Hospital
Truckee Meadows FPD/Washoe Co. Sheriff/NHP/NDF
Sparks FD/Sparks PD/Washoe Medical Center/Sparks Family Hospital

(Each company responds for one group of agencies.
Monthly rotation.)

Radio frequencies, Transmitter Sites---

MED 1	463.000R	McClellan Mtn.
MED 2	463.025R	Virginia Pk.
MED 3	463.050	Car-to-car local
MED 4	463.075R	Slide Mtn.
MED 5	463.100R	Peavine Mtn.
MED 7	463.150R	St. Mary's Hospital local
MED 8	463.175R	Washoe Medical Center local
MED 9	462.950R	Red Pk.
MED 10	462.975R	Slide Mtn.
EMMA	155.145	

AID's is dispatched on MED 9
Medic 1, AES ProMedic, and Careflight 1 are dispatched on MED 10

Ambulances contact "CentraComm" on appropriate MED channel, then are 'patched' to the receiving hospital.

Call letters---

MED 1--8	KNBI402
MED 9,10	KNAZ302
EMMA*	KVA465

*Old hospital/ambulance channel

SPARKS POLICE DEPT.--- Unit Numbering System

51	Patrol Sergeant
52--58	Patrol Officers
59	Community Service Officer
60's	Animal Control
70	Chief of Police
71--79	Administrative
80	Detective Captain
81--89	Detectives
95--97	City Marshal's (Court Officers)

F1 155.130
F2 155.850

OREGON - KLAMATH FALLS (Dave, OR-???)

42.86	KOB308	OSP Station 56 CH#4
42.9	KOB308	OSP Station 56 CH#6
42.56	KOB308	OSP Station 56 CH#6
47.66	KSL356	Peace Ambulance Dispatch
115.9		Klamath Falls VORTAC (Aviation Weather)
118.5		Kingsley Field Tower
127.6		Seattle Center Radar Service
153.89	KNAW672	Klamath County Fire District #1
154.07	KNAW672	Klamath County Fire District #1
154.34	KXP278	Siskiyou County Fire Department (Yreka)
154.415	KNAW672	Klamath County Fire District #4
154.695	KOB308	OSP Station 56 "Hi Band" (portables)
154.77	KSO587	Siskiyou County Sherriff (Yreka)
155.31	KSO587	Siskiyou County Sherriff (Yreka)
155.535	KSQ544	Klamath County Sherriff
156.15	KSQ544	Klamath County Sherriff

155.34	KNFA744	Merle West Medical Center/Ambulance
155.82	KON936	Klamath Falls Fire Department
155.97	KOA724	Klamath Falls Police Department
163.485		Kingsley Field Security
165.01		Kingsley Field Base Ops

The Oregon State Police also transmit on 457.4, which seems to be the base station input to a repeater somewhere. I have never heard the other side of a conversation on 457.4 or on any other frequency which I know about. I've been looking for other OSP frequencies which I am pretty sure exist, but haven't been able to find them. I also think that there is at least one more Klamath Falls Police Department frequency that I haven't been able to find. I have tried all other police frequencies listed in "Police Call" and found them to have little or no traffic.

I'd really appreciate getting any additional Klamath Falls frequencies of any kind that you know about as well as contact with local RCMA members to exchange information.

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WELCOME TO R.C.M.A. PUBLIC SAFETY - CALIFORNIA FOR ANOTHER FUN FILLED MONTH!

From ERIC (CA-LA-045):

We have some very interesting news to share, some of it is unsettling however. Let's cover the bad news first, then we can get to the more pleasant stuff.

Massive forest fires have burned large amounts of California's timber and structures. The intense fire in the Baldwin Hills area of Los Angeles taxed the efforts of many, many firemen and caused the destruction of numerous houses and the death of three persons. What really is terrible, is that this fire was set by an ARSONIST! Several other severe fires, in San Diego, Ventura, Orange and San Luis Obispo Counties have destroyed thousands of acres of forests and the homes of many.

There was much for us as scanner enthusiasts to listen to. The U.S. Forest Service was extremely busy, using local man power and equipment, plus additional manpower and radio equipment brought in from their Boise Interagency Fire Cache (BIFC). Firemen from every area county and city were dedicated to fighting these intense fires. Law enforcement personnel were busy maintaining traffic control, order, and safety. The American Red Cross set up several disaster stations to assist the victims of these disasters. Two way radio, both public safety agency and amateur radio, were in use.

Here are some of the busiest frequencies in use at these fires:

Freq		Agency	Freq	Agency
154.280		Fire Mutual Aid	415.525	USFS "South Zone"
154.400		LA Co FD "Antelope"	415.550	USFS "Air Dispatch"
154.295		LA Co FD "Tac 5"	170.000	USFS Air to ground
118.950	AM	USFS Aircraft	47.42	American Red Cross
119.950	AM	USFS Aircraft	146.790	Amateur radio - assist Red Cross at Anaheim chemical leak area
151.355		CDF State Net		
151.265		CDF Region Net	460.400	Orange County Law Enforcement Command Post for chemical leak
151.190		CDF San Diego		
			46.06	Orange Co. Fire Depts. Also used 46.14, .48, .42, .38
168.750		USFS Cleveland NF		
170.550		USFS Los Padres NF	33.70	Los Angeles City Fire Dispatch
171.575		USFS Angeles NF	154.830	LAPD Tac 1; 154.77 Tac 2

Some of the other bad news includes a new proposed law in California which would make it a crime to "intercept or eavesdrop on conversations where one or more parties uses a cellular telephone". It would also be a crime to "manufacture, sell, advertise for sale, transport or import into the State any device intended to eavesdrop on received communications from anyone using a cellular radio telephone". A first offender for either above offense would be a fine of not more than $2,500 and/or up to one year in the county jail or state prison. Previously convicted violators would be punished by a maximum $10,000 fine and/or on year in the county jail or state prison. AT&T, Pacific Bell & MCI are supporters of this legislation. Believe it or not, the State Senator who presented this bill feels the penalties are NOT SEVERE ENOUGH!! Does this mean "Good bye" to the Regency MX-7000 and similar radios in California?! Here's a point to ponder - - does the State have the authoritiy to create a law which covers federal jurisdiction, ie: FCC controls the radio spectrum, or atleast so I thought!

+nam Randy - CA-OR-230

SAN BERNARDINO COUNTY SHERIFF'S DEPT.--- Aviation Division

Located at Rialto Airport, west end of Miro Wy.
Air Patrol and Rescue service is provided to all agencies in the county without charge.
Air Patrol schedule is as follows:

9:00AM--5:00PM	1 helicopter in the valley area, 1 helicopter in the desert area.
5:00PM--1:00AM	1 helicopter in the valley area. 2 helicopters in the valley area on Friday and Saturday. (No routine patrol in the desert)

Helicopters are normally in the air for four hours of the eight hour shift.

--- Unit Identifiers ---

40 King 1	Hughes 500D	(Patrol)
40 King 2	Hughes 500D	(Patrol)
40 King 3	Hughes 500D	(Patrol)
40 King 4	Hughes 500D	(Patrol)
40 King 5	Bell 204- UH-1B	(Rescue)
40 King 6	Bell 204- UH-1B	(Rescue)
40 King 7	Hughes 530F	(Surveillance)
40 King 9	Bell 222UT	(Rescue) **NEW**
40 King 10	Fixed-wing	(Prisoner transport)
40 King 11	Fixed-wing	(Administrative uses)
40 King 12	Fixed-wing	" "
40 King 14	Fixed-wing	" "

40 Charlie	Captain
40 Lincoln	Lieutenant
40 Sam	Sergeant
40 Paul #	Deputies (Pilots, Observers)
40 Adam #	Administrative

--- Station 40 Radio Console ---

155.970	Sheriff F1
155.910	Sheriff F2
154.920	Sheriff F3- CLEMARS
154.740	Sheriff F4
156.030	Rialto PD
155.310	Fontana PD
154.815	Colton PD
155.655	San Bernardino PD F1
156.210	San Bernardino PD F2
155.040	PRECOM (Ontario PD, Chino PD)
154.800	Redlands PD
154.280	Fire White
122.800	Rialto Airport Unicom
122.900	Search & Rescue
122.750	Aircraft-to-Aircraft

When any of the preceding police agencies needs a helicopter, a tone (similar to that of a touch-tone phone) is transmitted on 154.920 (CLEMARS) by the PD dispatcher.
Each agency has a different tone.
The tone activates a small light on the radio console next to the transmit switch on the calling agency's frequency.
Any airborne helicopter will receive the same activation on the aircraft radio console.

"Station 40" or the airborne 40 King unit will then answer on the appropriate frequency.

RIVERSIDE COUNTY LAW ENFORCEMENT UNIT IDENTIFIERS

-A- Sheriff- Blythe
-B- Sheriff- Banning
-C- Sheriff- Indio
-D- Sheriff- Hemet
-E- Sheriff- Riverside
-F- Sheriff- Elsinore

-G- Sheriff- City of Norco [Riverside Sta.]
-H- Desert Hot Springs PD
-I- San Jacinto PD
-J- Sheriff- City of Indian Wells [Indio Sta.]
-K- Sheriff- Transportation
-K- Corona PD
-L- Sheriff- City of Lake Elsinore [Elsinore Sta.]
-LA- Sheriff- City of La Quinta [Indio Sta]
-M- Perris PD
-MV- Sheriff- City of Moreno Valley [Riverside Sta]
-N- U.C. Riverside PD
-O-
-P-
-Q- Hemet PD
-R- Sheriff- Special Assignment
-R- Riverside PD
-S- Sheriff- City of Rancho Mirage [Indio Sta.]
-T- Sheriff- City of Palm Desert [Indio Sta.]
-U- Banning PD
-V-
-W- Indio PD
-X- Blythe PD
-Y- Coachella PD
-Z- Beaumont PD

PALM SPRINGS POLICE DEPT.--- Unit Numbering System

1--6-A--D Beat units
11, 12 A--D Rover units
21, 22 A--D Rover units

Number= Beat
1 Northwest
2 North
3 Central
4 Northeast
5 Southwest
6 Southeast

Letter= Shift
A Day (0630--1700)
B Late Day (1100--2100)
C Swing (1630--0230)
D Graveyard (2100--0700)

T30, T32 Accident Investigation
42K--45K Canine units

100 Chief of Police
101--109 Captains
201--209 Lieutenants
300's Sergeants
400's Detectives, Lab Techs.
500's Community Service Officers, Jailers
600's School Resource Officers
701--706 Motor units

'Street Beat' Foot Patrol

ANGEL ISLAND STATE PARK FROM DAVID CA SF025

Angel Island State Park is a unit of District 2 of the California Parks and Recreation Department. This district is still very much 44.72 mhz and shows no sign of any 800 mhz changeover in the near future.

The S.F. Bay Area dispatch center for state parks is Mt. Tamalpais (called Mt. Tam) which broadcasts on 44.72 mhz. (Units, it has called that I've heard include Angel Island, Russian River, and China Camp).
Rangers are "R" units and maintenance workers are "M" units.

Equipment on Angel Island:

Based at Ayala Cove (main docking and visitor services area):
1 zodiac rescue
1 30 foot speedboat
1 70 foot boat "Ayala"

1 transport "Clam" (used for transporting cars, equipment, etc).
The Ayala and Clam have marine radios, unknown on the speedboat.

Based at the Central Shops Complex on Perimeter Road (near North Garrison)
2 pickup trucks with minipumpers
2 red fire engines with state parks seals; one is state fire engine with state parks freq; the other is old Marin County Fire #1581 with 46.28 N (Marin County Fire Dept channel).

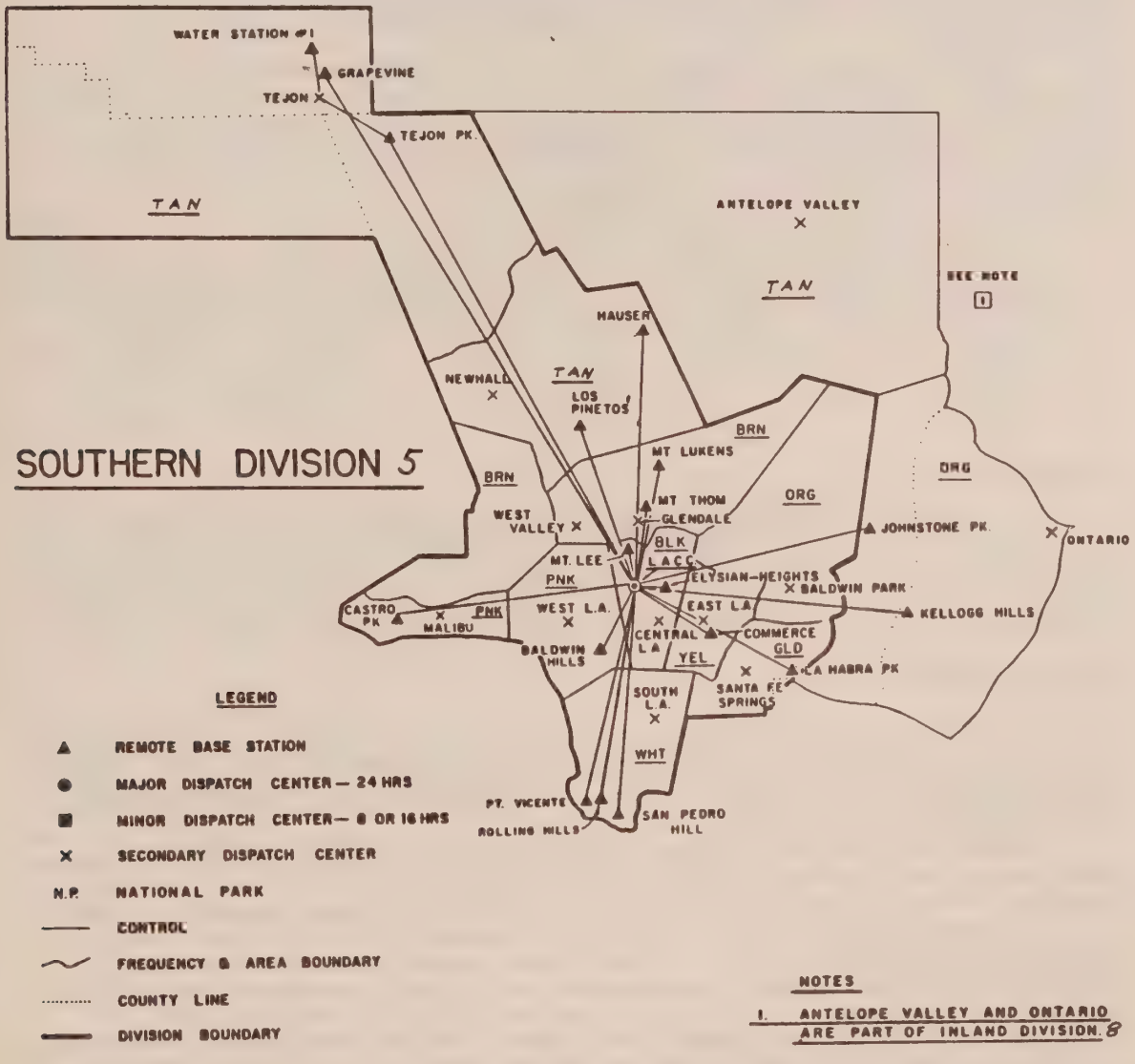
Police Vehicles:
1 pickup truck with lightbar
1 Ford Pinto with state parks seals but no lightbars

Other:
Near Ayala Cove were parked several state vans of either beige or blue color.

On Point Blunt of the island is an off limits US Coast Guard facility that includes a windmill (unknown its specific mission). The only other off limits area is a deactivated Nike missile site).

The staff on Angel Island included several volunteer docents, several rangers and some maintenance workers plus concessionaire employees. There are ranger and employee residences on the island. While the rangers handle most of the law enforcement problmens on the island; the island is within the City of Tiburon which usually provides prisoner transportation and assistance when requested by state rangers.

FROM RENE (CA SC 018)



From the P.S. California Mailbag (Editorials by ERIC (CA-LA-045))

From CHUCK (CA-SD-008):

This is regarding March 1985 PS California article by Rene (CA-SO-018). I monitored on a MX-5000 all of the 74 MHz freqs in Rene's list. I didn't hear anything yet, but I am going to try another antenna tuned to 74 MHz. Then I had another idea. Months ago on my BC-250, I heard CHP traffic on 54.18 and 50.86 MHz. These are actually images of the frequencies 75.78 (Mobile-San Diego) and 72.46 (Office 108-El Cajon/San Diego Dispatch). Add 21.6 MHz and I hear them on my MX-5000 also!

I haven't found the El Cajon CHP office uplink & downlink yet! The radio traffic is so much clearer on the 74 MHz uplinks. On the 42 MHz freqs, I can hear the mobiles. I think I will now become an avid CHP listener.

On another subject: 158.910 MHz is used by San Diego PD at San Diego/Jack Murphy Stadium events. Usage is traffic control only. No patrol cars or base stations have this freq-only motorcycle units and hand helds.

San Diego PD has 3 S.T.A.R. teams that patrol any area (usually high crime areas). ID's are 920 - 930 Xray for unmarked cars. ID's are Mary 3, Mary 4, etc for motorcycles. Their operations are on "TAC" 155.685 MHz. They also use a helicopter leased from Montgomery Field. ID is 1201 ("Twelve-Oh-One")

153.875 MHz (SDSO) is now a repeater input to the San Diego Fire Department Frequency 8 (on scene channel), output frequency is 154.085 MHz. I don't know what is going on with 154.755 MHz - I haven't heard anything for days. For now, San Diego PD refers to 154.92 MHz (CLEMARS) as "F-6".

155.025 MHz - When I looked at my notes, they show Del Mar Fire - KQS633. It may still be a MED-NET, but I haven't heard anyone talk yet. Del Mar Fire Department is now being dispatched by San Diego Fire Department on 154.31 MHz. It appears that some small communities are contracting with San Diego Fire for dispatching. I hear some Del Mar, Ramona & Encinitas Fire responses start on 154.31 MHz.

I have been listening to CHP on 42.34 MHz (BLUE). I hear El Centro all the time talking. On some mornings between 0600 and 1000 hrs, I hear "AIR 61" (airplane) and "K" units (Mustangs?!) clocking speeders. Do you know if AIR 61 is from El Centro or am I hearing traffic from Orange or LA County? They never give their location, but I think they are on Interstate 8 near Mountain Springs Grade.

Now for some more freqs (freaks?!):

415.425 MHz	"Channel 3" KMB753	Cleveland National Forest
450.0375	KUSI TV Channel 51	San Diego Microwave Control & Director/Studio Cue
450.2375	KGTV TV Channel 10	San Diego Microwave Control (KRU429)
156.15	Marine Channel 3	San Diego Harbor Police - F1 - Harbor Operations
155.895	" " "	" " " F2 Airport "
156.850	" " 17	" " " " TAC
156.60	" " 12	" " " " Public access channel

From MIKE (ID-001):

Mike found an interesting article in the Los Angeles Times entitled "Sheriff's ready to put up his Dukes". Actually, the Orange County Sheriff's Department has obtained two new Hughes 500E helicopters. The new birds were christened DUKE I and DUKE II, in honor of the Duke, John Wayne. The 2 new choppers were honored with a broken bottle of tequila. John Wayne's children were present at the ceremonies.

From ED (CA-RI-013):

Ed found an article which tells how the Riverside City Council will be saving approx $15,000 annually by staffing the Riverside Fire Department's fire prevention with civilian employees instead of fireman as is presently done. The old positions will be eliminated by attrition. A battalion chief and an arson investigator will remain with new civilian personnel being added.

Ed also tells us that the Riverside County/California Department of Forestry have begun a new numbering system of chiefs, service units, etc. He will send us this new listing as soon as his intelligence gathering network intercepts a copy.

In another article, Ed shares with us information that the San Bernardino County Sheriff's Department has asked the county for a new $7 million dollar radio communications system. Presently, the County Sheriff's radio system only covers 1/3 of the area it should be able to cover, "leaving many dangerous dead spots". Sheriff Floyd Tidwell, SBSO, stated that the inadequacy of the present radio system was really made evident during the major Panorama Fire in 1980. The Sheriff also states that they are unable to communicate with CDF (Forestry)

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and other county offices. The sheriff also said present radio equipment is "totally unacceptable for emergency services". The proposed plan calls for integrating sheriff's department communications with CDF and other county agencies.

Present San Bernardino Sheriff Radio System is:

F1	155.97	Dispatch	Other frequencies have been added in Victorville
F2	155.91	Dispatch	and other areas. Presently, 159.21 MHz is used as
F3	154.92	CLEMARS	a repeater output for 155.97 MHz at the primary
F4	154.74	Mountain Dispatch/main dispatch-station.	

In an anonymously sent article, the US Forest Service and NASA have joined forces to combat forest fires in Los Angeles County. Actually, NASA is going to fly one of their ER-2 jets, an advanced version of the high altitude U2, on a special mission for USFS. They plan to fly over the San Gabriel and Santa Monica mountains in an effort to determine what is killing off all of the chaparral and brush in the mountains. The flight will be checking several things, including photographing the area with special infrared and ultrasensative (heat) film. USFS thinks the brush may be dying from some kind of fungus or insect, but have many questions.

From G.W. SCOTT (CA-SD-058):

Scott is asking the general membership for assistance on any information covering the San Bernardino area of Southern California. He is mainly interested in taxis, bus lines, tow trucks, security services, ambulances, gas & electric companies, cable TV companies, and alarm companies. Anyone able to help Scott, please write to him at 7132 Dundee Ave, Highland CA 92346.

From WINTON (CA-SD-069):

In this area we can hear all repeaters on Mt. Palomar. Therefore, I hear a lot of traffic from San Diego. This list is for the immediate local area.

155.055 MHz	Oceanside Police	Freq 1	Primary Dispatch
154.755	" "	Freq 2	
155.490	" "	Freq 3	Car to Car

154.920		" " Freq 4	CLEMARS
156.045		" " Freq 7	Detectives
155.565		" "	Patrol cars - mobile
156.015		Oceanside Small Craft Harbor Patrol	
155.760		" Local Government	
156.030		Carlsbad Police Freq 1	Primary
155.835		" " Freq 2	
155.250		" "	Patrol cars - mobile
154.385		Coastal Fire Dispatch (Oceanside, Carlsbad, Rancho Santa Fe)	
151.190	R	Calif. Dept Forestry	Monte Vista - Fire Dispatch
155.085		San Diego County - Fire Mutual Aid - RED NET	
154.280		" " " " " "	WHITE NET
462.975	R	Life Flight Helicopter - Univ Calif San Diego Hospital	
154.235		Inland Fire - Dispatch (Fallbrook, Vista, San Marcos)	
153.890		" " "Yellow Channel"	

From JOE (CA-LA-031)

451.050	MHz	Burbank Dept of Water & Power

From MIKE (ID 001):

153.995	MHz	Alhambra Fire Dept. (Will be keeping 46.50 MHz also)
45.36		El Monte Parks & Recreation - Senior Citizen buses
45.22		Long Beach City College (Security) Also using 45.54 MHz
155.055	R	UCI (Univ Calif Irvine) Medical Center Security (154.055 input)

From ED (CA-RI-013):

453.650	MHz	Not in use this week (June 12) for Riverside County There also has been nothing new on the new Riverside Sheriff and City Police Dept on 460.450 MHz plus 460.225, 250, 075, 100, 125, 275, 350. 460.075 is still used by San Bernardino school security.

From our "INLAND BUREAU CHIEF":

According to very recent newspaper articles:

(1) San Bernardino County Sheriff's Dept. now has its new $1.3 million twin turbine engine Bell 222 UT helicopter. One of only three in operation in the Country. Will "cruise at 173 MPH". Primarily to be used for rescue purposes. Has heating and air conditioning plus a sophisticated navigational system.

(2) Upland City Officials are studying police dispatching costs. May consider joining PRECOM (multi-agency dispatch).

Also, since my last report: San Bernardino County Sheriff, Rancho Cucamonga substation has added its own K-9 unit. Unit 11-K-9-1

Well, it looks like we survived another month. Again, I apologize for no articles in a recent issue. What can I say, we all mess up now and then, right? Look for a big write up about the City of Pasadena in an upcoming issue. This will include a corrected & updated frequency list for the Tournament of Roses Parade. Also upcoming, is a big exciting climax to the Los Angeles Summer Olympics. We have about one more article coming, written by a member "who was there!". Send in your favorite frequencies from your local area. Also, don't forget to take your scanner(s) with you when you go travelling this summer and fall. Send in all of your findings and we will share them with the entire membership.

Until next time, keep listening.... ERIC (CA-LA-045) '73s

Railroads

Gary L. Sturm and
Bill Farmer, Editors

Send information about railroad frequencies and their uses, railroad radio system details, and related questions to:

Bill Farmer, P.O. Box 1838, Thousand Oaks, CA 91360

Welcome aboard for another outing of the Railroads Column. First off this month, we'd like to acknowledge a 1980 magazine article sent by Gene (CA-LA-519) which describes the Transportation Test Center near Pueblo, Colorado. At that time the TTC was being run by the U.S. Department of Transportation; it has since been taken over by the Association of American Railroads. The article doesn't contain any information on radio communications, but is quite interesting and we'll save it for future reference.

We'd like to correct an error on page 78 of the July Newsletter. The frequency shown for Columbia, Newberry & Laurens should be 161.100, not 160.665.

UNION PACIFIC

A major change has taken place in the Southern California area. Effective May 29, 1985, all road channel communications between Las Vegas, Nevada, and Los Angeles, California, were shifted from Road Channel #1 (160.740) to Road Channel #2 (160.515). Communications between trains and the dispatcher were also shifted to Channel 2. In early June Ed von Nordeck (CA-RI-013) confirmed the change. He has heard nothing but local switching on Channel 1 since that time.

Employees' Timetable No. 1, effective April 28, 1985, notes that Channel #2 is also in use between Salt Lake City, Utah and Pocatello, Idaho, and between Granger, Wyoming, and Pocatello. We expect that the use of Channel 2 will be expanded in the future, so we ask all members in UP territory to monitor 160.515 and let us know if it is implemented in additional areas.

We had earlier reports that Channel 2 was in use between Omaha and North Platte, Nebraska, but the current timetable does not mention its use there. For this reason we particularly need verification of which road channel is in use between Omaha and North Platte.

Union Pacific locomotive radios are equipped with the following frequencies:

160.740	Ch 1 Union Pacific Road #1
160.515	Ch 2 Union Pacific Road #2
160.680	Ch 3 Union Pacific Yard
160.410	Ch 4 Missouri Pacific Road
160.650	Ch 5 Santa Fe Road
161.100	Ch 6 Burlington Northern Road
161.475	Ch 7 CP Rail Road #1
161.115	Ch 8 CP Rail Road #2

CANADIAN PACIFIC (CP RAIL)

It seems the use of multiple road channels is becoming more popular. CTC Board Magazine (a western railfan publication) reports that CP Rail is implementing a second road channel on its lines. Formerly a yard channel, 161.115 will become the new Road Channel #2. It will be used on CP's southern route in British Columbia, from Crowsnest to Golden. For the present, 161.475 will remain in use on the main line between Vancouver and Calgary. Eventually Channel #2 may come into use on the main line, alternating with Channel 1.

To keep up with road channel changes, we ask that our Canadian members keep an ear on 161.115 and let us know in what areas it is being used as a road channel. One likely candidate for conversion is CP's Edmonton-Calgary line.

CP's maintenance of way channel, 161.175, may also be interesting to listen to. CTC Board says it is sometimes used by officials when they want to talk on a channel that trains cannot hear.

SOO LINE

by TOM HEIDERER (WI-006)

Here are the frequencies programmed into the 12-channel radios in Soo Line locomotives 777-789 and all 6600-series locos:

161.370	Ch 1 Soo Road #1
161.520	Ch 2 Soo Road #2
161.085	Ch 3 Soo Road #3
160.725	Ch 4 Soo Yard
161.475	Ch 5 CP Rail #1
161.115	Ch 6 CP Rail #2
160.425	Ch 7 CP Rail #3
161.535	Ch 8 CP Rail #4
161.100	Ch 9 Burlington Northern
160.890	Ch 10 Chicago & North Western
160.770	Ch 11 Milwaukee Road
161.190	Ch 12 Illinois Central Gulf

Here is a summary of where the three Soo Line road channels are used, thanks to "Sparks & Cinders", the newsletter of the Wisconsin Chapter of the National Railway Historical Society. Your editor made an attempt to present this information in the form of a map, but he is not an artist, so better judgement dictated that the map be round-filed. A verbal description is somewhat confusing because Soo Line has many criss-crossing lines, but we'll do it this way and suggest that you refer to a map of the Soo Line to figure it all out.

Between	and	Road Channel
Chicago IL	Fond du Lac WI	3
Rugby Jct. WI	Milwaukee WI (via WSOR & MILW)	1
Fond du Lac WI	Stevens Point & Manitowoc WI	1
Stevens Point WI	Chippewa Falls WI	3
Chippewa Falls WI	Withrow MN	2
in Minneapolis-St. Paul MN area		1
Crystal MN	Northfield MN (former MN&S Ry)	3
Owen WI	Superior WI (via Ladysmith WI)	3
Marshfield WI	Ashland WI	3
Withrow MN	Superior WI	1
Withrow MN	Ladysmith WI	1
Ladysmith WI	Rhinelander WI	3
Rhinelander WI	Sault Ste. Marie MI	1
St. Ignace, MI	Baraga MI	1
Shoreham Yard (Minneapolis)MN	Glenwood MN	1
Glenwood MN	Portal ND	3
Glenwood MN	Noyes MN	2
Hankinson ND	Drake ND (branches via Bismarck)	1
Superior WI	Brooten MN	3
Superior WI	Plummer MN	3

Yard Channel #4 is used at Shoreham Yard (Minneapolis) and at Glenwood MN. 160.980 is the piggyback channel at Shoreham Yard.

CHICAGO & NORTH WESTERN—JANESVILLE, WI

by DAVE WILCOX (WI-35)

160.890	Ch 1 Road, Yard, Carmen, Section, and Signal Depts.
160.455	Ch 2 Yard Switching
161.220	Ch 3 Yard Switching
161.040	Ch 4 Yard Switching

Dave also confirms our report last month that the new shortline Wisconsin & Calumet is using 160.215. They are using the old Milwaukee Road roundhouse in Janesville and have two engines available for service.

IOWA INTERSTATE RAILROAD

by WILLIAM WEDERTZ (IL-007)

This new shortline, using reporting marks IAIS, has taken over the ex-Rock Island route, formerly operated by Iowa Railroad Company, from Council Bluffs IA to Bureau IL. With some help from Bill Graham who is a railfan in this area the following frequencies are assigned IAIS:

160.305 General Operations
161.220 (ex-Iowa Railroad Co. freq.)

The first frequency given above is the one in general use in the Rock Island IL area. IAIS plans to acquire trackage rights from Chessie System over the ex-Rock Island line from Bureau to Chicago. Iowa Interstate operates using ex-ICG GP-8 and GP-10 locomotives. Locally they use the ex-Rock Island freight house next to the depot in Rock Island for operations in the Quad Cities area.

In this area we also have the Milwaukee Road which has merged with the Soo Line. Some Soo locomotives have been seen on the railroad operating as trailing units only. It is unknown at present what changes including frequencies will occur in this area. [Please let us know if and when any radio changes do take place! -ed.]

MUSEUMS AND TOURIST LINES

Our listing in the June issue evoked several responses. Thanks to all for keeping us up to date.

R. L. Neva (IL-25) writes: "I am an active associate member at the Illinois Railway Museum [at Union, IL] in operations. The only frequency being used is 154.515. The museum may be licensed for the other frequencies and be shown on the fiche however." Gary Sturm (IN-045) visited the Museum recently and reported seeing in operation an ex-Frisco steamer, a CTA car, a North Shore car and an ex-MILW diesel pulling ex-Rock Island commuter coaches. He observed radios in use when they brought out the ex-CB&Q Nebraska Zephyr. The Museum's brochure has several impressive pictures of their equipment in operation on the museum grounds.

Dennis Biagioli writes, "Last August I spent a little time at the Tennessee Valley RR Museum in Chattanooga, TN. Tucked away in the men's room (funny—isn't that the first place a real monitorist looks?) is a Motorola transmitter cabinet with a label showing a frequency of 161.190. I listened to that frequency while watching HTs being used, but heard nothing. Inside the gift shop was a base transmitter, so I casually asked the lady if I could go behind the counter and photograph the antique telegraph key (that just happened to sit near the radio). She was very cordial and assured me it would be okay. So, I did. On the wall was the FCC license showing the frequency you listed, 160.425. While riding the train (a really enjoyable ride) a "conductor" told me that the Motorola cabinet was a gift and the radio had been changed to their frequency from the original one—but they didn't bother to change or remove the label. I neither saw nor heard anything about the UHF you show, 463.225. Very nice folks there—a great way to spend some time in Chattanooga!"

Gary Sturm (IN-045) wrote to the Huckleberry Railroad in Flint, MI to find out their radio frequencies. They replied that their units receive on 155.745 MHz and transmit on 155.040. In the FCC fiche we find that the freqs are licensed to Genesee County under call sign KRR 949. 155.040 has mobiles only, while 155.745 has a base located on 6th Ave. at Begole. Most likely it is a repeater. Huckleberry RR is the owner of an authentic Denver & Rio Grande steam engine, No. 464.

MICHIGAN-WISCONSIN FERRY SERVICE

Tom Heiderer (WI-006) comments on our April column, informing us that the MI-WI Transportation Co. did not carry railroad cars between Ludington MI and Milwaukee WI when it operated the carferry "Badger" on the route during 1983 and 1984. Chesapeake & Ohio did carry railcars when it operated the route through 1982; during the final year it had a subsidy from the State of Michigan. MI-WI has discontinued the Ludington-Milwaukee route this year, but is carrying both passengers and railroad cars between Ludington and Kewaunee WI (connection with Green Bay & Western RR). While the "Badger" is being overhauled this year, the "City of Midland" is being used.

Tom enclosed a newspaper clipping which says that Milwaukee businessman James Gillon wants to resume ferry service on the Ludington-Milwaukee route, using the 350-foot "Milwaukee Clipper." It was in service from 1941 to 1970 and is now docked in Chicago.

On another subject, Tom mentioned that the Brillion & Forest Junction, located at Brillion, WI, is bankrupt. The shortline took over part of a branch abandoned by Chicago & North Western, and operated it successfully for several years.

INDUSTRIAL RAIL OPERATIONS

by GARY L. STURM (IN-045)

Keystone Steel & Wire - Peoria IL

153.380 Intra-plant Switching

Archer Daniels Midland - Peoria IL

160.635 Switching

Northwestern Steel & Wire - Sterling IL

158.310 Intra-plant Switching

Amax Coal Company - Terre Haute IN

151.895 Switching

BURLINGTON NORTHERN—ST. LOUIS MO (LINDENWOOD YARD)

by GARY L. STURM (IN-045)

161.100	Ch 1 Road
161.160	Ch 2 Road (ex-Frisco)
161.130/160.545	PBX
160.665	Car Dept.
160.695	Yard
160.785	Yard
161.415	Yard
161.295	Piggyback

ILLINOIS CENTRAL GULF—EAST ST. LOUIS IL

by GARY L. STURM (IN-045)

161.190	Ch 1 Road (ex-IC lines)
160.920	Ch 2 Road (ex-GM&O lines)
161.190	Hump and Pulldown
161.280	Yard-Wann & ESL
161.460	Yard-Wann & ESL
160.725	Piggyback-Venice Yard
161.505	Car Dept.
161.010	TOFC Yard
161.025	Yard

We appreciate the numerous contributions from readers this month. There's nothing like having "on-the-spot" reporters to gather up-to-date, accurate information. And when members participate, we editors feel that our efforts are appreciated. Please continue to drop us a line whenever you run across railroad radio info.

—Gary & Bill

This column is for the exchange of space communications systems (manned or unmanned), frequency information, orbital data, hobby receiving equipment and antennas. Questions and column input pertaining to Space Communications Monitoring should be sent to:

Larry Van Horn, 160 Lester Dr., Orange Park, FL 32073

Greetings and welcome to the September edition of Space Communications. I've received alittle correspondance this month, hence the column is in print for your enjoyment. Space Comm is now appearing on an as information becomes available basis. Your correspondance is necessary for this column to be in print. Send your questions, comments, frequencies, satellite information to the above address. Be sure to include a SASE if you desire a personal reply. Now on with the act...

Space Activity Report
by Larry Van Horn

Data for the Space Activity Report is courtesy of the Spacewarn Bulletin-Goddard Space Flight Center, NASA Thirty Day Special Bulletins- Goddard Space Flight Center, "Communications Satellites" by the editor (available from Grove Enterprises, Brasstown, NC 28902), and the editors monitoring during the last 30 days this report covers.

1985-34A Space Transportation System mission 51-B was launched April 29, 1985, from Kennedy Space Center aboard the Challenger. Orbit elements were period 91.6 min., inclination 57.0 deg., apogee 358 Km, and perigee 345 Km. The payload included NUSAT-1 and Spacelab-3. Crew members were R. Overmeyer, F. Gregory, D. Lind, N. Thagard, W. Thornton, L. Vandenberg, and T. Wang. STS-51B returned to Edwards AFB. (Frequencies: 259.7, 279.0, 243.0, 296.8, 2106.4, 2106.406, 2205.0, 2215.0, 2217.5, 2250.0, 2287.5, 15000.85 MHz.)

1985-34B NUSAT-1 was launched from the orbiting STS-51B on April 29, 1985, by NASA. Orbit elements are period 91.5 min., inclination 57.0 deg., apogee 354 Km, and perigee 345 Km.

1985-35A Gstar-1 was launched on May 8, 1985, from Kourou, French Guiana, on an Ariane vehicle. Orbit elements, are period 635.8 min., inclination 7.0 deg., apogee 36,027 Km, perigee 201 Km. Geostationary orbital position 103 deg. west. (Frequencies: 1) 14030, 2) 14091, 3)14152, 4) 14213, 5) 14274, 6) 14335, 7) 14396, 8) 14457. 9) 14044, 10) 14105, 11) 14166. 12) 14227, 13) 14288, 14) 14349, 15) 14410, 16) 14471; Horizontal telemetry downlink 12184-12200, Tracking beacon horizontal 12198, Vertical telemetry downlink 11700-11717, Tracking beacon vertical 11702 MHz.)

1985-35B Telecom-1B was launched on May 8, 1985, from Kourou, French Guiana, on an Ariane vehicle. Orbit elements are period 634.5 min., inclination 6.9 deg., apogee 35,960 Km, perigee 201 Km. Orbital location in geostationary will be 5 deg. west. (Frequencies: 12.5-12.75 Ghz, 3.7-4.195 GHz., and 7.255-7.370 GHz.)

1985-36A Sputnik Cosmos 1649 was launched May 15, 1985, by the USSR. Orbital elements are period 92.3 min, apogee 415 Km, perigee 356 Km, and inclination 72.8 deg. Mission: short duration photo recon (14 days). Launched from Plesetsk on A-2 booster around 1230 UTC. Decayed May 29, 1985.

1985-37A Sputnik Cosmos 1650 was launched May 17, 1985, by the USSR. Orbital elements are period 675.6 min., apogee 19,142 Km, perigee 19,110 Km, and inclination 64.8 deg. Mission: Large GLONASS Soviet Navsats, (Frequencies: 1250.0/1603.5 MHz.)

1985-37B Sputnik Cosmos 1651 was launched May 17, 1985, by the USSR. Orbital elements are period 675.3 min., apogee 19,132 Km, perigee 19,104 Km and inclination 64.8 deg. For mission and frequencies see 1985-37A.

1985-37C Sputnik Cosmos 1652 was launched May 17, 1985, by the USSR. Orbital elements are period 675.8 min, apogee 19,145 Km, perigee 19,119 Km, and inclinations 64.8 deg. For mission and frequencies see 1985-37A.

1985-38A Sputnik Cosmos 1653 was launched on May 22, 1985, by the USSR. Orbital elements are period 89.59 min., apogee 321.8 Km, perigee 222.7 Km, and inclination 82.3 deg. The satellite decayed on June 5, 1985. This satellite filled a photo earth resources mission.

1985-39A Sputnik Cosmos 1654 was launched May 23, 1985, by the USSR. Orbital elements are period 89.67, apogee 364.7 Km, perigee 180.4 Km, and inclination 64.88 deg. Satellite was launched from Tyuratam on an A-2 booster. Satellite appears to be a long duration photo recon for military purposes.

1985-40A Molniya 3-24 was launched on May 29, 1985, by the USSR. Orbital elements are period 735 min., apogee 40000 Km, perigee 600 Km, and inclination 62.79 deg. This satellite was launched from Tyuratam on a D-1e booster. The mission is a highly eccentric orbit COMSAT. (Frequencies: 6) 3658-3692 MHz, 8) 3758-3792 MHz. 10) 3858-3892 MHz.)

1985-41A Sputnik Cosmos 1655 was launched on May 30, 1985, by the USSR. Orbital elments are period 105 min, apogee 1029 Km, perigee 997 Km, and inclination 82.9 deg. This satellite was launched from Plesetsk cosmodrone on a C-1 booster. Satellite mission is a standard Soviet Navsat transmitting around 150/400 MHz.

Correspondance

Gilles Thibodeau (CAN-101) has managed to snag the Soviet cosmonauts in Salyut 7 shortly after their June 6 blast off from Tyuratam comsodrone. The cosmonauts, Vladimir Dzhanibekov (who led the Soyuz T-12 crew to Salyut 7) and Victor Savinykh, rode their A-2/Soyuz T-13 configuration to a docking with Salyut 7 24 hours after liftoff.

Gilles monitored several voice communications from the orbiting cosmonauts over a several day period that will be summarized below. I have taken Gilles loggings and bounced them against the daily prediction bulletins of the Salyut 7 to complete the picture. It would appear the cosmonauts were working the Soviet tracking ship off of Sable Island (near Newfoundland) during Gilles intercepts.

Gilles Logging (Time GMT-4 hrs)	Orbit No.	EQX(deg west)	EQX Time (GMT)
6/13 8:11 am	18170	114.10	1158.53
11:27 am	18172	160.69	1501.78
1:01 pm	18173	183.98	1633.41
6/14 7:05/7:33 am	18185	103.53	1053.01
6/15 12:22/12:52 pm	18204	186.13	1553.94
6/16 12:52 pm	18220	198.87	1620.05
6/17 6:55 am	18232	118.38	1039.52
11:42 am	18235	188.27	1514.39
6/18 4:58 am	18246	84.50	0802.27
10:37 am	18250	177.68	1408.76
12.09 pm	18251	200.97	1540.39
6/19 9:34 am	18265	167.09	1303.16
11:38 am	18266	190.39	1434.79
6/20 5:07 am	18278	109.95	0854.41
6/20 9:56 am	18281	179.84	1329.30
11:32 am	18282	203.13	1500.92

- -

A nice set of intercepts Gilles and your patience has payed off. These voice comms were monitored on 142.418 MHz. using a Bearcat 200 scanner. Gilles says he can receive these transmissions with or without an outdoor antenna but it is definetly better using a Bob Grove direct antenna and a preamp.

Gilles you might want to also watch 143.825 for ocassional transmissions and let me know what you hear.

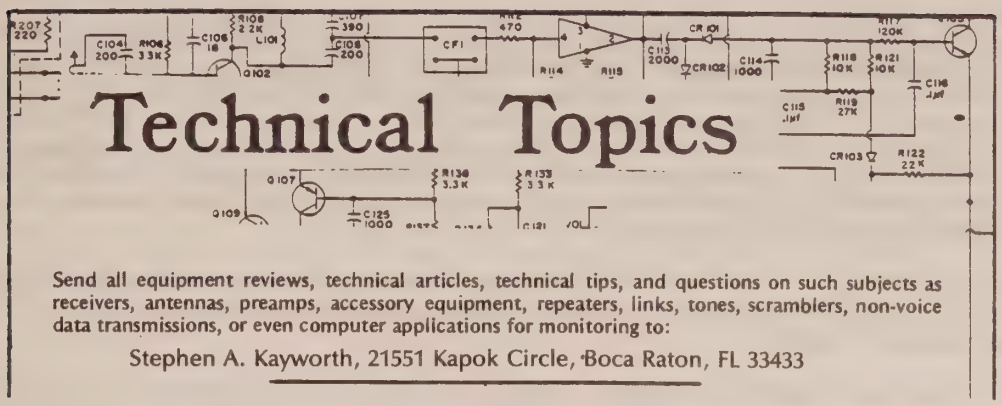
Nevada satellite enthusiast Roger Byrd has offered to write a series of articles for Space Comm on TVRO and what can be heard up there. Roger (NV-16) is an engineer and owns his own company Satellite Communications Engineering. Roger, Space Comm readers and I are awaiting the first installment and your time and effort is much appreciated by all am sure.

Well that is about it for this month. As you can see by Gilles loggings you don't need a dish the size of your backyard to receive satellites. Just persistence and luck and listening in the right frequencies ranges. Those of you with the new Regency scanners (5000, 7000) how about giving the 136-138 range a listen and report your results and intercepts to Space Comm. This area is crawling with satellites and even if you are not sure what bird you are hearing, report it anyway. Someone will be able to help figure out what you've heard.

When reporting your intercept, please be sure to include the date/time(UTC) frequency, type of signal (as best you can describe it) and antenna pointing information(if available). Also a roundup of your equipment will give everybody else an idea what it takes to hear satellites. While your at it take a look at the 225-400 MHz range and the 400-406 MHz. range for satellite signals, you might be surprised at what you hear.

Remeber your contributions make this column work. The receiving gear is out there for the first time and the manufacturers have listened to our crys. Now it is up to you to make full use of your investment. Give satellites a try.

Till next month, 73's and best of satellite DX.



Technical Topics

Send all equipment reviews, technical articles, technical tips, and questions on such subjects as receivers, antennas, preamps, accessory equipment, repeaters, links, tones, scramblers, non-voice data transmissions, or even computer applications for monitoring to:

Stephen A. Kayworth, 21551 Kapok Circle, Boca Raton, FL 33433

MORE FILTER FACTS
What's Available

Last month I discussed various types of filters and their uses. This month I would like to give an overview of two commercially available filters that are designed especially for use by those of us who are plagued with intermod demons.

I prefer to call this month's column an overview rather than a review since I have not actually tested either unit. The information which I will present here is gleened almost entirely from advertising literature and/or press releases.

The two units I will discuss are the SCANNER-FILTER III (Mod # FTR3) by Grove Enterprises and the SCANNER AMPLIFILTER (Mod # SA-1) by Hamtronics, Inc. Before going any further I must explain that the Grove unit is only a filter; whereas the Hamtronics unit also incorporates an amplifier in the design. While my purpose is not to pit these two unit, one against the other, comparisons will undoubtedly be made. For that reason, I want to also give an overview of the Grove POWER ANTENNA PLUS (Mod # ANT4C) in conjunction with the SCANNER-FILTER III. For now, I will talk about the two Grove units as though they were in one box. This way I feel that I will be talking about functionally equivalent products when discussing the Grove and Hamtronics products.

Of the four types of filters I talked about last month, the band-pass and band-reject filters can be used to the best advantage in reducing intermod problems. In practice, however, the band-reject type is most commonly used in scanner filters. Another name for this type of filter is the notch filter. The term "to notch out" an unwantd signal refers to tuning the filter so that it rejects signals on undesired frequencies. Both the FTR3 and the SA-1 use this type of filter. The FTR3 rejects interference in two bands - the first being 80-216 MHz and the second being 406-512 MHz. The SA-1 uses a three-band filter which covers from 60-110, 110-170, and 170-250 MHz. In addition, the SA-1 incorporates a fixed filter which rejects signals in the hf range up to 30 MHz. Can you remember what type of filter this is?

The FTR3 incorporates two tuning controls, one for 80-216 MHz and the other for 406-512 MHZ. These controls operate independently from one another and are both active as long as the filter is connected to the antenna line. The SA-1 has one tuning control. The range over which that control tunes is selected by a front panel switch. The switch selects either 60-110, 110-170 or 170-250 Mhz.

As I mentioned before, The SA-1 includes a built-in preamplifier. The same switch that selects the notch tuning range also turns the preamp on and off. With the switch turned fully counter clockwise, the preamp and notch filter are both off. Turning the switch one position clockwise turns on only the preamp. Turning the switch through the next three positions selects one of the three notch tuning ranges. The preamp remains on when the notch filter is active regardless of which range is selected.

Although the FTR3 does not contain a built-in preamp, one can be added ahead of it. Treated as a single unit, the FTR3 and the ANT4C should perform in a fashion which is similar to the SA-1.

Both the SA-1 and the ANT4C use a low-noise preamp. This means that noise generated in the amplifier itself, noise which reduces the overall benefit of the preamp, is kept to a minimum. The ANT4C has a stated noise figure of 2 dB. The SA-1 liturature does not state what it's noise figure is.

Both preamps state their gain in terms of being up to a certain point. The SA-1 gain is stated as being "up to 20 db" while the ANT4C gain is given as "up to 30 dB gain." At first glance, it may seem that one preamp has more gain than the other, but the words "up to" don't support this assumption. What this actually means is that, at a certain frequency, the

gain is 30 dB or 20 dB. In the case of the ANT4C the gain is 30 dB at 10 MHz. As the frequency increases, the gain drops. The frequency at which the SA-1 gain is 20 dB is not stated in the liturature, but since the unit is designed for VHF and UHF use I would suspect that the gain is 20 dB at around 150 MHz. This is quite comparable to the ANT4C which has a gain of 22 dB at 150 MHz. The drop in gain as the frequency increases will happen to both units. This is normal for broadband amplifiers. The ANT4C has a gain of 14 dB at 500 MHz and 8 dB at 900 MHz. The SA-1 does not state any gain figures other than the 20 dB at, what I have assumed to be, 150 MHz.

The frequency range of the ANT4C is given as 100 kHz - 1300 MHz. The SA-1 frequency range is not specifically stated, but I assume that it is capable of covering low-band through UHF and possibly higher.

Both preamps have the very important feature of being able to adjust the gain from completely off to a maximum value. The reason this is so important is that more is not always better. Remember! One reason for the filter is to reduce the chances for intermod to be caused by receiver front-end overload. Turning the preamp gain up too high can cause the same problem you are trying to correct with the filter. The adjustable gain feature allows the operator to use as much or as little gain as is need at the time. A good rule of thumb is to use as little gain as is necessary. By doing so, you'll reduce the risk of overloading your scanner's front-end.

All three units use standard Motorola type connectors, so hook-up to your scanner and antenna system should be relatively simple. The ANT4C and SA-1 both require 12 volts DC. The ANT4C is supplied with an AC adapter. An AC adapter for the SA-1 is optional.

When used alone, the FTR3 shows a typical attenuation of 40 dB andan insertyon loss of only 1 dB. This means that the filter is capable of attenuating unwanted signals by as much as 40 db while at the same time reducing the desired signals by only 1 dB - a very negligible amount.

If you live in a metropolitan area, you may not need a preamp. The FTR3 alone may be all that you need, but, If you are going to use a preamp, I would strongly recommend you also use a filter, be it the FTR3/ANT4C combo or the SA-1. The only exception to this might be for those of you who live far away from large cities where there are not a lot of two-way radio users. In a case like that, a preamp might help you pull in the weak far-away signals without having to worry about intermod.

The use of a filter can really take a bite out of the intermod demon that hides in the dark waiting to attack. I hope this information has shed some light on the foe and given you some weapons with which to do battle.

For more information about the FTR3 or ANT4C contact:

GROVE ENTERPRISES
PO Box 98
Brasstown, NC 28902

Phone: (704) 837-9200

For more information about the SA-1 contact:

HAMTRONICS, Inc.
65 Moul Road
Hilton, NY 14468

Phone: (716) 392-9430

'Till next month,

Steve

VHF Marine

Send information, articles, frequencies and their use, and questions that relate to private, commercial and Coast Guard VHF maritime and inland waterways radio communications to:

Emmett L. Baxter, Jr., 4122 Granby St., Norfolk, VA 23504

Hello and welcome to your September 1985 VHF Marine Column.

Our first question comes from Walt (NJ-043),who wishes to know what channels Coast Guard Helicopters use when working SAR with the Coast Guard Boats on scene.

When a CG Helo is dispatched from its base it goes on the air by checking in with one of the primary CG Communications Stations on either 5696(5697.4 kc-SSB) or 5692(5693.4 kc-SSB).Helos are required

to give position reports every 15 minutes while airborne.

When the helos arrive on scene they switch to the VHF working channel being used in the case they are assisting in.They will check in with the shore based unit in charge of the search and get all the info and small vessel list and then contact the small boats on scene via their VHF marine working channel.

If you listen good you can hear the helos from a long distance away on VHF since they are so high in the air. Also they often get phone patches to the District RCC(Rescue Cordination Center) to give them updates and reports on their progress. This can be pretty interesting especially when the helo and patrol boat are talking back & forth and trying to locate something in the water. Any combination of frequencies can exist but mainly they stick to HF for long range and VHF for short range & working.

I have heard helos working on ch. 21,22,23,81,83,06,12 & 14. Helos have programable sets and can be programed for almost any channel or frequency.

A discussion of Coast Guard Radio Equipment will be in a future issue.

**** I do not normally talk about Aircraft but this ties in directly with Coast Guard Vessels and their usage during SAR situations.

Another follow up to our April Column concerns a good Book for people interested in Coast Guard Vessels is from Jay(NY-135) who says that the book entitled "Ships & Aircraft of the U.S.Fleet" contains photographs and information about all of the Ships & Aircraft of the Navy and Coast Guard & NOAA Ships. The following information is provided for each vessel (except Coast Guard Vessels smaller than 65 feet).

1)Name of Vessel 2)Class of Vessel
3)Hull Number (Including Class Letters prefex)
4)Displacement 5)Length
6)Draft 7)Beam (Width)
8)Type of propulsion (Boilers or Engines)
9)Screws(Propellars) 10)Maximum Speed
11)Number of Crew & personnel accomidations (Troops,etc.)
12)Armament 13)Date Commissioned
14)Builder 15)Assignment Area ??????

As you can see this book is a one of its kind and really helps you to understand Wartime Vessels.And it is nice to look up a name of a vessel and see that you heard a big Cruiser or Carrier and not a little yacht and see a picture of it.

Enough for the books and back to maritime information.

Ever want to go on a cruise ship and see what kind of radio gear they have.STAND BY - Our next report comes from Neal (CA-LA-385). He has gone aboard the Cruise Vessel S.S.AZURE SEAS and reports on their radio gear.

Profile of: The S.S.Azure Seas
==========
Western Port: San Pedro,Ca.

VHF Marine Radios: 2 on the bridge,one set to ch.16 at all times & one
---- unit in the radio room,usually set to ch. 16.

"Shortwave Radios": one on the bridge set to 21.8 mhz. international
---- distress and two ole large (circa 1950's) units in
the radio room.

Base Frequency: Ch.9 (156.450) for San Pedro Base - Little use.

Call Sign: H8MW

Hand Held: 4 VHF Marine units,equipped for Ch.3 (156.150/160.750) Ch.6
---- (156.300) Ch.11 (156.550) and Ch.16 (156.800). These units
are used in-port or for firefighting aboard ship.

Additional information states that high seas telephone calls cost around $ 14.93 for the first three minutes and $ 4.98 per each additional minute. And for Satellite Telephone Calls the charge is $ 10.00 per minute.

The above information from Neal comes from "Travel Age West" magazine.

Joe (CA-SA-006) wrote in and asks if we have any marine information on the Vacaville,Ca. area. Here is some information that I looked up for him on the Vacaville area.

Vacaville,Ca.:

Pacific Tekephone - KGW-464 - 156.800,161.925,161.950,162.000
Stockton Port District - WHG-861 - 156.800,156.900
Tug Communications Inc. - KMG-390 - 156.500,156.900

Rio Vista City,Ca.:

California,State of - KMJ-384 - 156.450,156.500,156.650,156.800, 156.900
KMJ-385 - 156.450,156.500,156.650,156.800, 156.900
Dutra Construction Co. - KPB-570 - 156.350,156.600,156.800
Outrigger Marina - WQB-472 - 156.450,156.800
The Trap - WHG-688 - 156.450,156.800

Sacramento,Ca.:

California,State of - KDQ-739 - 156.450,156.500,156.650,156.800, 156.900

Our next report comes from Arthur (NY-022). Arthur sends us a list of towns in Ulster County,N.Y. that border the Hudson River.

Connelly,N.Y.:

Certified Marine Service - WXY-954 - 156.425,156.450,156.800

Kingston,N.Y.:

Hudson River Maritime Museum - WHG-889 - 156.425,156.450,156.800
Ulster,County of - WQA-858 - 156.425,156.800

Milton,N.Y.:

Mid-Hudson Marine - WQA-234 - 156.800,156.900

New Paltz,N.Y.:

Hudson River Cruises - WQB-584 - 156.350,156.800
Enterprise Marine Electronics - WHG-635 - 156.425,156.450,156.800
Mid-Hudson Navigator - WXZ-416 - 156.800,156.950

Arthur says that more frequencies will follow in the future from his area.

Our next report comes in form of a request from Kevin (NY-314) for the U.S.Coast Guard Frequencies for the Poughkeepsie to Kingston area of the Hudson River in New York and the frequencies used by Hudson River Traffic.

Looking in my Coast Guard lists shows no active Stations on the Hudson River between Station New York City,N.Y. & Station Burlington,Vt.The whole Hudson River is under the command of Group Command New York. The Coast Guard does maintain High Level VHF Marine Transmitters & Receivers at the following locations.
Site 11 - Hudson River # 1 - 1500 feet
Site 12 - Saugerties(Just North of Kingston) - 700 feet
Site 13 - Albany - 650 feet
Site 14 - Mt.Mansfield(Burlington,Vt.) - 4100 feet

These sites are located along the Hudson River and spaced evenly to facilitate total coverage of the Hudson River by VHF-FM and are all under the control of Group New York.You should listen on 156.800 & 157.100 and then try 157.050,157.075,157.150 & 157.075 all of which are CG working frequencies.Also listen for vessels on 156.650 for (Bridge-to-Bridge)ship transmissions and almost any commercial marine channel.Refer to earlier columns for a list of marine frequencies.Also try listening for CG Buoy Tenders working the Hudson River.

Also a request from Mike (NY-310) for information on the New York area of the St.Lawrence Seaway and Frequencies.Anyone having information on this area please send it in for publication.

Our next report comes from James (Ma-024). Jim reports that a newspaper article appeared in the "Patriot Ledger,Wed.,June 5,1985" entitled "Coast Guard warns boaters FCC will be listening to them". This article goes on to state that the FCC will be cracking down on misuse of the VHF Marine Channels in the Norwalk,Conn. area.They are mainly concerned with the abuse of channel 16. The article goes on to say that violators will be traced and prosecuted.

Our next report comes from Jim (CA-SF-030) now in Michigan.
A few comments on the submission by Carl (WI-054) on the marine auto phone use on the Great Lakes (April 85). It seems this is the system which "The Great Lakes Marital Systems" uses for their coded Mafor broadcasts.These broadcasts are made in two forms:
Voice on 156.850 (17)
Fascimile on 161.825(84),161.875(85),161.925(86) & 161.975(87).

Commencement of broadcast is announced on 156.800(16).
Voice broadcasts are not made the same time as the fax broadcasts.
Broadscasts are also simulcast in two groups of locations,with the first group always broadcasting first.

GROUP 1	GROUP 2
Duluth,Mn.	Cleveland,Oh
Copper Harbor,Mi.	Algonac,Mi.
Benton Harbor,Mi.	Alpena,Mi.
Sturgeon Bay,Wi.	Port Washington,Wi.
Pickford,Mi.	Grand Marais,Mi.
Harbor Beach,Mi.	Ontonagon,Mi.
Ripley,N.Y.	
Oregon,Oh.	

It wouldn't have dawned on me that these broadcasts were orgininating through this system if the list of stations mentioned in the broadcast didn't exactly match up with the list published in the April 85 column. Thank to Carl for clearing up a mystery.

Now onto my loggings.

Coast Guard Loggings appear to be the following
157.050 - CG Search & Rescue Ops.
157.100 - Usual Co-Ordination Channel
157.150 - Usually point-to-point

Coast Guard Group Milwaukee,Wi.
Muskegon,Mi.
Station St.Joseph,Mi.
Calumet Harbor,Chicago,Il.
Michigan City,In.
CG-44389 - believed to be based at St. Joseph

Marine Operators:
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(24)161.800 - KSK-283 - Harbor Communications-Benton Harbor/St.Joseph
(84)161.825 - - Waukegan,Il.
(26)161.900 - - Chicago,Il.
(86)161.925 - KIL-924 - Lorain Electronics,Benton Harbor(Marine Auto-Phone)CW-ID.Even though this one is

automated,voice intervention by marine operator is sometimes necessary.Transmitter believed to be in Stevensville,Mi.

(27)161.950 Chicago,Il.

Well that's about it for this month. Please send in all your questions,comments,corrections,upgrades,critism,and of course loggings.Next month we will have a column on the states of Oregon,Washington & British Columbia. It will be a full in depth review and listings of CG units and frequencies.

RCMA NEW MEMBERS LIST

AL 027 - J. W. WINDSOR;1862 ORTON LN;BIRMINGHAM;AL;35214
CAKE024 - RONNIE BALZER;3720 UNIVERSITY AVE;BAKERSFIELD;CA;93306
CALA622 - MARSHALL H GOOD;14030 CERISE AVE 308-C;HAWTHORNE;CA;90250
CANA123 - SID MCGINNIS;1985 WALLACE ST #309 VANCOUVER;BC V6R 4H4 CANADA;
CASF038 - LLOYD --LAST NAME AND ADDRESS WITHELD BY REQUEST
CASJ010 - CHRISTOPHER SMITH;P.O. BOX 629;MANTECA;CA;95336
IL 304 - TOM DEVANEY;205 S WISCONSIN;VILLA PARK;IL;60181
IL 305 - JOHN HILL;1703 WILDWOOD;BLOOMINGTON;IL;61701
IN 091 - WAYNE HOFFMAN;1746 COACHTOWN SQ #6;INDIANAPOLIS;IN;46219
MD 111 - NEIL DICKERSON;P.O. BOX 457;SHARDTOWN;MD;21861
MN 045 - PAUL WELCH;6000 VINCENT AVE SOUTH;MINNEAPOLIS;MN;55410
NY 322 - GLENN F. TAYLOR, JR.;31 GREENWAY;NEW HIDE PARK;NY;11040
NY 323 - JOHN J. MORGANTE;P.O. BOX 173;DOBBS FERRY;NY;10522
OH 174 - GEORGE MEHOK;1065 KENNETH DR;LAKEWOOD;OH;44107
RI 026 - ROBERT MUNRO;9 DUDLEY;NORTH MIDDLETOWN;RI;02840
TX 166 - L.W. --LAST NAME AND ADDRESS WITHELD BY REQUEST
WV 017 - MICHAEL J. HATTEN;2721 RIVERSIDE AVE;HUNTINGTON;WV;25702

MEMBERSHIP CARDS AND BADGES

RCMA has no badges, decals, or membership cards for sale or distribution. The label on your newsletter is your membership card. While other clubs may have gimmicks or commercial good deals, our 'good deal' is your newsletter. You determine its content because you write it.

MAILING PROCEDURES

The newsletter mailed each month has a cover date for the following month. This practice is followed so that the US Post Office can deliver your issue no later than the first of the month designated on the cover.

New members whose applications are received before the end of the month will begin receiving the newsletter the following month. The first issue will be dated the month after that — as described above.

RENEWAL PROCEDURES

During the month your membership — and therefore your newsletter delivery — is due to expire, you will receive a renewal notice in the form of a postcard. It contains all the information you need to continue receiving the newsletter.

Renewal checks and new membership applications received by RCMA's General Manager, P.O. Box 542, Silverado, CA 92676, are processed for deposit on a weekly basis. Actual computer updating is done at the end of each month. If your check/MO is received after this cut-off date, you will miss the next issue of the newsletter and your new renewal date will be moved back accordingly.

PRORATED MEMBERSHIPS

Due to postage costs and other considerations, membership applications or renewals for any sum less than the current rate are prorated accordingly. This means that the renewal date will be due in less than a year. Please do not send more money to finish the year; just renew when your prorated date comes up.

Also because of postage costs, RCMA cannot comply with member requests to supply back issues free of additional charge (see the monthly Calendar section regarding ordering of back issues). If a late renewal results in a missed issue, the newsletter can be ordered from RCMA's secretary.

ADDRESS CHANGES

MEMBER notifications of address changes are also updated at the end of each month. If this type of address change notice arrives after the cut-off date, the mailing label will not reflect the new address until the following month.

The newsletter is mailed 3rd class under a bulk mail permit. When a member's address change is supplied by the POST OFFICE (instead of by the member), the charge to the club is 25¢. Although this fee is supposed to include forwarding of an issue to the new address, the result is often simply a return of the issue to P.O. 4563. The message is clear: when you move, notify RCMA yourself. Don't wait for the Post Office to do it.

SPECIAL FREQUENCY REQUESTS

Get in touch with your local RCMA group (see monthly Calendar section for chapter listings) or use the Contact/Information Wanted column for frequencies in your area. RCMA is not yet set up for national distribution of frequencies, although ultimately, the 'big picture' could include copies of the FCC and IRAC data bases, a fast computer, and software to select and sort in any order.

Contributions of frequencies and other material must be sent to the appropriate newsletter editor. (Editors use their own discretion in printing material sent them by non-members.) Data sent to P.O. Box 4563 is always subject to delay and sometimes cannot be forwarded because of postage costs.

DISCLAIMER

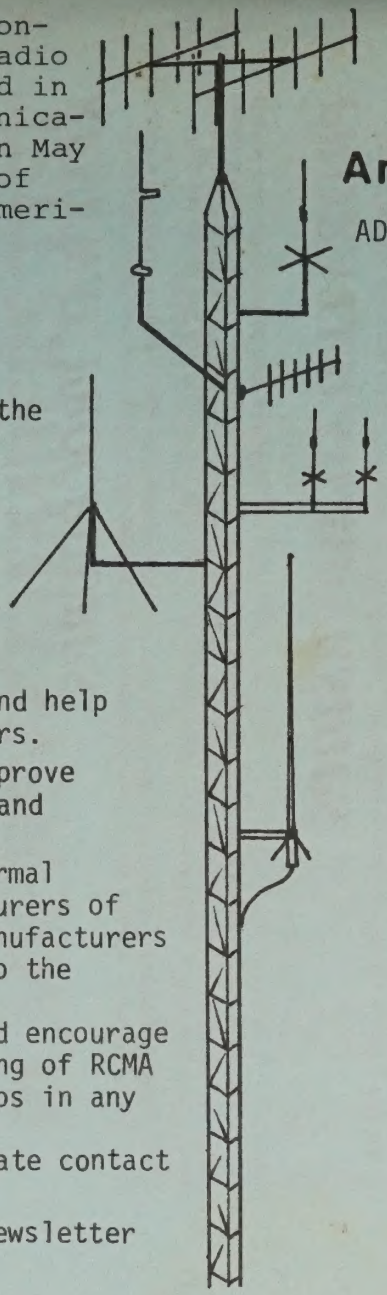
RCMA is a non-profit club for scanner enthusiasts. Neither RCMA or its newsletter are affiliated with, participate in the management of, or are responsible for, any other organization or publication. This disclaimer includes application to POLICE CALL, an annual publication put out by RCMA's good friend Gene Hughes. Queries about this publication cannot be answered by RCMA.

PLEASE REMEMBER — When writing to RCMA for any reason, include your membership number. Use it on your correspondence, checks, or money orders. RCMA tries hard to be responsive to your questions/problems. Using your membership number when you write helps us be of help to you.

The Radio Communications Monitoring Association is a radio club for persons interested in listening to two-way communications. RCMA was founded in May 1975 and is a Full Member of the Association of North American Radio Clubs (ANARC).

The goals of RCMA are:

1) To provide a fraternity for those who seriously pursue the hobby of monitor radio listening.
2) To try to be knowledgeable about two-way radio systems and operations.
3) To promote an understanding of the legal and ethical uses of monitor receivers.
4) To share information with and help other monitor radio listeners.
5) To try to understand and improve receivers, antenna systems and related equipment.
6) To offer suggestions and formal recommendations to manufacturers of monitor receivers and to manufacturers of other products related to the hobby.
7) To offer suggestions for and encourage the organizing and conducting of RCMA meetings and tours for groups in any geographic area.
8) To encourage and to facilitate contact between members.
9) To publish a regular club newsletter devoted to the hobby.



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